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TENTH ANNUAL REPORT

OF

THE DIRECTORS

OF THE

PENNSYLVANIA RAILROAD COMPANY,

TO

THE STOCKHOLDERS.

FEBRUARY 2d, 1857.

PHILADELPHIA:

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1857.

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DIRECTORS, 1857-1858.

BY THE STOCKHOLDERS.

J. EDGAR THOMSON,	WM. R. THOMPSON,
C. E. SPANGLER,	JOHN FARNUM,
GEO. W. CARPENTER,	JOSIAH BACON,
WASHINGTON BUTCHER,	THOMAS MELLON.

BY THE CITY OF PHILADELPHIA.

JOHN ROBBINS, JR.,	JOHN G. BRENNER,
SAMUEL MEGARGEE.	

BY THE COMMISSIONERS OF ALLEGHENY COUNTY.

THOMAS SCOTT,	WM. M. LYON.
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BY THE BOARD.

WILLIAM B. FOSTER, JR.

PRESIDENT.

J. EDGAR THOMSON.

VICE-PRESIDENT.

WM. B. FOSTER, JR.

TREASURER.

THOMAS T. FIRTH.

SECRETARY.

EDMUND SMITH.

ANNUAL MEETING.

Philadelphia, February 2, 1857.

The Annual Meeting of the Stockholders of the Pennsylvania Railroad Company was held at 10 o'clock, A. M., at the Sansom Street Hall.

On motion of Mr. George W. Carpenter, the Hon. Richard Vaux, Mayor of the City, was called to the chair, and Edmund Smith was appointed Secretary.

The Secretary read the Annual Report of the Board of Directors for the year 1856.

After the reading of the Report, Mr. Elkin asked for information concerning the purchase of \$100,000 of the bonds of the North Pennsylvania Railroad Company, referred to in the Report.

Mr. G. W. Carpenter explained, that the Board considered the investment a safe and proper one, under the circumstances.

Mr. Charles Wood offered the following resolution:—

Resolved, That the Report of the Board of Directors, as just read, be and is hereby accepted by this meeting, and that the same be referred to the incoming Board for publication.

Mr. John M. Read inquired if any resolution had been prepared relative to the recent Act of Assembly, providing for the construction of a railroad from the Philadelphia and Columbia Railroad to the Delaware river.

The Secretary stated that the Act referred to would be read.

A motion to amend the resolution, by striking out the words "referred to the incoming Board for publication," and inserting in lieu thereof "published for the information of the stockholders," was made, and the resolution was then adopted, as follows:

Resolved, That the Report of the Board of Directors, as just read, be and is hereby accepted by this meeting, and that the same be published for the information of the stockholders.

A Further Supplement to an Act incorporating the Pennsylvania Railroad Company, approved April 13, 1846, which Supplement was approved April 18, 1856, providing for the construction of a railroad from the Philadelphia and Columbia Railroad to the Delaware river, was then read by the Secretary.

The following resolution was offered by Mr. James Magee,—

Resolved, That the Act of Assembly, approved April 18, 1856, be and is hereby approved and accepted by the stockholders.

Mr. John M. Read stated that the Act required that it should be submitted for acceptance to the stockholders at a general meeting, to be called for that purpose, and as no notice had been given, it could not be considered.

After some discussion, the resolution offered by Mr. Magee was withdrawn.

An Act of Assembly, approved April 22, 1856, relating to Real Estate held by or for the Pennsylvania Railroad Company,

was then read by the Secretary, and on motion of Mr. John M. Read, it was

Resolved, That the stockholders do hereby approve and accept of the Act of Assembly, approved April 22, 1856, relating to Real Estate held by or for the Pennsylvania Railroad Company, and that notice of this acceptance be given to the Governor of this Commonwealth.

Mr. James Magee offered the following resolution:—

Resolved, That when this meeting adjourns it adjourns to meet on the first Monday in April next, at 10 o'clock, A. M., at this place, to consider the Act of Assembly, approved April 18, 1856, supplemental to the Charter of the Company, authorizing the construction of a railroad from the Philadelphia and Columbia Railroad to the Delaware river.

Mr. H. M. Phillips offered the following amendment:—To strike out all after the word *Resolved*, and insert, “That the Board of Directors of the Pennsylvania Railroad Company be and they are hereby requested to call a general meeting of the stockholders on the first Monday in April next, at 10 o'clock, A. M., at this place, to consider the Act of Assembly, approved April 18, 1856, supplemental to the Charter of the Company, authorizing the construction of a railroad from the Philadelphia and Columbia Railroad to the Delaware river.”

Pending the consideration of the amendment, Mr. Elkin moved “That this meeting does now adjourn.”

And the question being taken on the motion for adjournment, it was lost.

The amendment offered by Mr. H. M. Phillips, after some discussion upon legal questions, was then adopted by the following vote—yeas 42, nays 14.

Mr. Elkin suggested that a list of the stockholders be prepared for reference at that meeting, so that the stockholders could see what interests were represented.

Mr. Thomas Biddle suggested, that the difficulty in regard to an adjourned meeting of the stockholders, and a general meeting to be called by the Directors, would be obviated if this meeting should adjourn to meet at the same time and place.

And on motion of Mr. Wm. Neal, the following resolution was adopted :

Resolved, That when this meeting adjourns it adjourns to meet on the first Monday in April next, at 10 o'clock, A. M., at this place.

Then adjourned.

RICHARD VAUX, Chairman.

EDMUND SMITH, Secretary.

TENTH ANNUAL REPORT.

Office of the Pennsylvania Railroad Company,

Philadelphia, January 31, 1857.

To the Stockholders of the Pennsylvania Railroad Company:

In conformity with the requirements of the Charter of the Company, the Board of Directors submit for your information their report for the year 1856.

The work upon the second track has been continued during the year, and 14 miles of the same laid down, making the whole amount of second track completed at the close of the year, 150 miles, besides about 20 miles of sidings or third track.

The company has on hand iron rails sufficient for 12 miles, which will be placed on the second track during the year 1857.

It will require, to complete a double line for the whole road, and erect the additional station-houses on the line of our road, the further sum of \$1,000,000.

The facilities of the Company for the transaction of a large freight business have been increased during the past season, by the addition of extensive sidings, and the erection of permanent warehouses at Lancaster, Newport, Perrysville, Altoona, Greensburg and Indiana. Additional warehouse room is urgently required to meet the demands of the increasing business at Johnstown, and at some other points on the line of the road.

A general passenger station for the accommodation of our own road, and the Western railroads centering at Pittsburgh, is much needed at that city. Ample grounds have been purchased by this Company, for the purpose, but the erection of a commodious station-house has been postponed, awaiting the result of efforts now being made by the Companies West of Pittsburgh to extend their lines into the city.

The branch road from Blairsville to Indiana was opened for use early in the year. Its length is $16\frac{1}{4}$ miles, making the entire length, from the point of intersection with the main line to the borough of Indiana, nineteen miles. This extension (from Blairsville to Indiana) cost \$310,000—exceeding materially the estimates of the Engineer; but it is believed that the additional business it will be the means of attracting to the main road, will compensate for the outlay.

The equipment of the road has been adequate to the transportation of all the freight and passengers offered at the most busy and pressing period of the past year. That of the freight department is deemed sufficient to meet the demands of any general business that the existing restrictions imposed by State legislation will permit the Company to transact with profit. The Board take this occasion to remark, that unless the tonnage passing over the Pennsylvania Railroad is placed upon the same footing as that of other roads in the Commonwealth, this improvement (in consequence of the increased facilities recently opened by rival lines) will fail to influence the course of trade to the extent which its friends and projectors anticipated. Nearly one-half of the stock of the Company is owned by the City of Philadelphia and the County of Allegheny, and it is to the citizens of these communities that we especially address ourselves, as those most deeply interested—not so much as shareholders, as individuals connected with the general business and prosperity of these respective municipalities. The “toll or duty on tonnage,” at least so far as it is applicable to the products of other States, appears to be in *words* and in *spirit*, directly in violation of the Constitution of the United States; but the question can only be

brought to a test before the proper tribunal, through other instrumentalities than those of this Company, whose net profits the imposition of this duty does not so materially affect, as it essentially restricts the amount of the tonnage brought to Pittsburgh and Philadelphia.

Since the repeal of the tonnage duty on coal, the transportation of the bituminous variety, which abounds along the line of our road, has become an important branch of the Company's business. In consequence of the distance of the mines from the seaboard, the charges for freight must necessarily be light, to permit its introduction to market in competition with that brought from the mines of Maryland and Virginia, from whence most of this description of coal, consumed in Philadelphia, has heretofore been obtained. The rate charged for its transportation is deemed profitable only in connection with other business, and with a view of keeping the rolling stock of the Company fully employed, during that portion of the year when there is a scarcity of freight of other descriptions. After the superior quality of the coal of the region traversed by our road shall have been fully established, it is believed it will command a price in the market such as to afford more remunerative rates of freight. To increase the business, however, it is essential that greater facilities should be furnished for its shipment and distribution at Philadelphia.

With a view to this object, as well as the more important one of reducing the cost of placing western produce on ship-board to its minimum, an Act of Assembly was procured, at the session of 1856, authorizing this Company to extend the Philadelphia and Columbia Railroad to the Delaware river. This law will be submitted to you for acceptance, and your sanction is asked to the commencement of the work which it authorizes. Surveys have been made of several lines for this road, all of which pass by the new gas works of the city. The cost of the work, exclusive of warehouses and wharves, is estimated at \$350,000.

It is admitted that the expenditure for this work, together with that incurred by the Company in constructing extensive

sidings for the accommodation of their business at West Philadelphia (not exacted from any other transporter on the Philadelphia and Columbia Railroad,) should properly have been done at the cost of the Commonwealth. The present policy of the State, however, seems adverse to a further extension of her public works, and it therefore remains for us to fill up the gap between the Columbia Railroad and the Delaware river, or forego one of the most important objects for which the Pennsylvania Railroad was constructed, the concentration of that portion of the produce trade of the West, due to her position, at Philadelphia. This object can only be accomplished by a reduction of the cost of delivering produce on shipboard to its minimum, and to effect this it is essential that all the expenses between the cars and the vessels to convey it to the ports of our own country or to those of Europe, should be removed, and all State duties required of this Company, not imposed upon rival lines of our own or other States, should be repealed.

Ships are not sent to Philadelphia for produce, in consequence of the inconsiderable amount of it at this time received from the West, and what is received is chiefly sent forward to New York, for sale or shipment. Remove these shackles from trade, and a new era will open upon the Port of Philadelphia. This desirable object can only be accomplished by the co-operation of the authorities of the State with the citizens of Philadelphia and the stockholders of this Company.

The rolling stock upon the Pennsylvania Railroad consisted, at the close of the year, of

- 133 Freight and Passenger Locomotives, an increase of 15 over the number reported last year.
- 45 Wide Passenger Cars, adapted to the Harrisburg and Lancaster and Pennsylvania Railroads.
- 22 Narrow Passenger Cars, adapted to the Columbia Railroad. The change in the space between the two tracks on this road will, after this year, admit of the use of wide cars.

29	Emigrant Cars.	
18	Baggage Cars, with Mail Apartments.	
8	do. without do.	
188	Eight-Wheel Stock Cars.	
1245	do House Cars, for general merchandise and produce.	
109	Four-Wheel House Cars, for general merchandise and produce.	
227	Eight-Wheel Lumber, Iron and Wood Trucks.	
92	Four-Wheel Coal Cars.	

Some additional rolling stock may be required for the accommodation of the coal trade, but in other respects our outfit is deemed sufficient to meet future demands upon it.

It will be seen from the statement of the Treasurer, annexed to this report, that there has been received in payment from shareholders in the capital stock of the company, up to January 1, 1857, . - - \$12,646,625 00			
And from Loans, - - - - -			8,516,841 46
Balance of Interest and Dividend due to Stockholders, and State tax on coupons unpaid, - - - - -			65,297 74
Profits, after payment of Dividends Nos. 1 and 2 to Stockholders, from the 1st of November, 1855, to December 31, 1856. - - - -	\$387,387 85		
Surplus Profits, December 31, 1856, - - - -	361,552 76		
		<hr/>	748,940 61
			<hr/>
			\$21,977,704 81

Which has been expended as follows:

Graduation and masonry, including the superstructure of bridges, single track, - - - -	\$7,224,792 82		
Superstructure, including iron rails, chairs, cross-ties, ballast, stationery, printing, and incidentals, 2,771,571 36			
Engineering, including rod, chain and axemen, instruments, and office furniture, - - - -	424,725 17		
Land damages, fencing, and real estate on line of road, - - - -	503,480 74		
Total cost of single track, - - - -	10,924,570 09		
	<hr/>		
Amounts carried forward,	\$10,924,570 09	\$21,977,704 81	

Amounts brought forward,	\$10,924,570 09	\$21,977,704 81
Real Estate, Philadelphia,	\$733,472 28	
Less amount of Mortgages and		
Ground Rents, - - -	337,361 11	
	<hr/>	
Leaving paid, - - -	\$396,111 17	
Paid on real estate, Pittsburg, -	406,000 00	
	<hr/>	
		802,111 17
Graduation and superstructure of		
second track, - - -	\$3,646,745 95	
Less Profits of Road, after pay-		
ment of interest to Stockholders,		
up to November 1, 1855, which		
is credited, according to the		
terms of the charter, to cost of		
construction, - - -	589,112 79	
	<hr/>	
		3,057,633 16
Machine shops, engine houses and		
shop machinery, - - -	\$722,134 42	
Repair shops, machinery, &c., at		
West Philadelphia, - - -	60,032 79	
Station and warehouses, - - -	868,054 13	
Foremen's houses, - - -	86,738 34	
Water stations, - - -	104,626 01	
Locomotives, - - -	1,222,529 20	
Freight cars, - - -	944,941 69	
Passenger cars, including cost of		
two-thirds of Columbia Railroad		
line, - - -	176,418 23	
Road and hand cars, - - -	33,930 01	
	<hr/>	
		4,219,404 82
Telegraph line, - - -		45,198 03
Subscriptions to Western Rail-		
roads, and stock dividends from		
same, - - -		1,619,850 00
Bonds of municipal and other cor-		
porations, - - -	17,452 50	
Bills and notes receivable, -	666,049 89	
Balance in hands of Treasurer		
and agents, - - -	625,435 15	
	<hr/>	
		1,308,937 54
	<hr/>	
		<hr/> <hr/> \$21,977,704 81

The earnings of the company from all sources, during the year,
as reported by the Superintendent, were, - - - - \$4,720,193 71

From which, deduct tolls paid for use of other roads, as follows :

Philadelphia and Columbia (State) Railroad,	\$444,655 80
Harrisburg and Lancaster Railroad, - -	234,182 69
Northern Central Railroad (freight), - -	51,889 12
Philadelphia City Railroad, - - - -	8,269 29
	<hr/> \$738,996 90

Leaving business of the Pennsylvania Railroad, - - -	\$2,981,196 81
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The receipts from the business of the road, as will appear from
the statement of the Treasurer, were, - - - - 4,724,603 78

From which deduct transportation expenses, State tolls, Har-
risburg and Lancaster Railroad tolls, Northern Central Rail-
road tolls, insurance, office expenses and rents, \$2,992,467 17

Deduct, also, interest upon loans and dividends,

Nos. 1 and 2, taxes, &c., - - - -	1,344,748 76
	<hr/> \$4,337,215 93

Leaves a surplus for the year of, - - - -	\$387,387 85
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To exhibit the true condition of the year's business, however,
there should be deducted from the last mentioned sum, say
\$110,000, to meet depreciation of iron, cross ties and bridges,
which amount it is estimated (taking the average of a series of
years) would be required to meet this depreciation.

The surplus profits on the 31st of December, 1855, according
to the Treasurer's statement, amounted to \$949,853 55, from
which should be deducted the sum of \$165,000, required to meet
the payment of coupons and taxes due and payable the next day,
leaving \$784,853 55 as the actual profits at the end of the
year 1855.

The net earnings of the road during the months of November
and December, 1855, are estimated at \$195,740 76; deducting
this sum from the above \$784,853 55, there is left a surplus on
the first of November, 1855, (from which period the Company
ceased to pay interest) of \$589,112 79. This amount the Board
has directed the Treasurer to place to the credit of cost of con-

struction, in accordance with the terms of the Charter of the Company.

The whole surplus profits at the close of the year 1856 would then be \$748,940 61, from which, however, should be deducted the sum of \$165,000, required to meet the payment of coupons and taxes due on the first day of this year, leaving \$583,940 61 as the actual surplus on the first day of January, 1857. This amount has been carried to the credit of a "contingent fund," and sixty-five thousand dollars of that fund have been invested in the purchase of \$100,000 of the first mortgage bonds of the North Pennsylvania Railroad Company,—bonds which the Board consider a safe investment.

The cost of working the road (with perhaps the exception of the items of iron rails, cross-ties and bridges) attained its maximum, in proportion to the tonnage transported, during the year 1856; attributable mainly to the severity of the last winter. The renewal of car wheels, the destruction of cars caused by broken rails, and the damage to locomotives from the low temperature that continued for so long a portion of this period, caused these items of expenditure to reach a point equal to or beyond that which may reasonably be expected hereafter.

The iron rails obtained from the Safe Harbor and from the Montour works, have not equaled our expectations; the quality being much inferior, both in strength and durability, to those made at Phoenixville, where the rails laid on the entire eastern division of the road were manufactured.

The tables appended to the report of the Superintendent exhibit the earnings and expenses of the road in detail. It will be seen by reference to these, that the whole number of passengers conveyed during the year, between Harrisburg and Pittsburgh, is equivalent to 148,653 passing over the entire length of the road, showing an increase, as compared with the year 1855, of 1,173, which increase is altogether due to the local business.

On the Harrisburg and Lancaster Railroad (operated by this Company) the equivalent through passengers between Harris-

burg and Dillerville, adding in the number carried over the Columbia branch of that road, an equivalent distance, was 145,847, or 2,806 less than the equivalent through passengers over the Pennsylvania Railroad, notwithstanding the fertile and populous region through which that road passes. The same comparative result has obtained ever since the completion of the entire line of the Pennsylvania Railroad, demonstrating the great value of our local passenger business.

The through travel has not increased during the past year, owing to the greater comparative facilities enjoyed by our rivals through their Western connections; those of this Company remaining nearly in the same condition that they were in the preceding year, while on the North and on the South of us important additions and improvements have been effected.

The necessity of employing omnibuses for the conveyance of passengers between our Western terminus at Pittsburgh and the depot of the Pittsburgh, Fort Wayne and Chicago Railroad Company, on the western side of the Allegheny river, has been a serious drawback upon the popularity of our road as a through line. To obviate this, our Company at an early period subscribed to the stock of the Ohio and Pennsylvania Railroad Company an amount deemed sufficient for the construction of a bridge over the Allegheny river. This work, after considerable delay, has been completed, but owing to adverse local influences the approaches to the bridge have only recently been commenced, and in consequence this Company and the traveling public, as well as the cities of Pittsburgh and Allegheny, are the sufferers. It is much to be regretted, that the objections of a few interested individuals should so long have prevailed to prevent the connection of these two important public improvements. Notwithstanding the delays and obstacles which have been encountered, and from which both Companies have suffered so much inconvenience, it is believed that this connection will be perfected during the ensuing Spring.

Another inconvenience to the traveler upon this route, which

will also soon be overcome, arises from the frequent change of passenger cars between Philadelphia and Pittsburgh, rendered necessary by the narrow space allowed originally between the first and second tracks of the Philadelphia and Columbia (State) Railroad. This space was but four and a-half feet, which does not afford sufficient room for the wider cars used on modern railroads, to pass each other. In relaying the State Railroad, now nearly completed, the space between the tracks has been made to correspond with that of the Pennsylvania Railroad. As soon as this is accomplished, the inconvenience of a change of cars between this city and Pittsburgh, will be obviated.

As a Cincinnati line, the present route via Crestline, has objections both on account of its length, and its connection with roads whose owners consider our interests and accommodation as secondary to those of our northern competitors. This difficulty will be overcome when the road via Steubenville is completed, and partially so, as soon as sufficient rolling stock shall have been placed on the line by the way of the valley of the Ohio river, from Pittsburgh to that point; which latter route is 34 miles shorter than by way of Crestline.

The statement of emigrant passengers shows a small increase in number over the preceding year, but the lower rates obtained, chiefly owing to the increased charges on the Camden and Amboy Railroad, has caused a decrease in the aggregate of receipts from this source. This branch of the company's business affords but little profit, and its continuance is only valuable in reference to its influence upon the general traffic of the company, and the character of the route, which requires that all facilities granted by other roads between the east and the west, should be attainable upon ours.

The earnings from freight during the year 1856 were \$3,244,291 57, being an increase over the year 1855 of \$438,985 62. The through tonnage amounted to 165,163 tons, and the local tonnage, (including the coal,) to 288,829 tons, being an increase of 95,790 tons on the local, and a decrease of 6,809 tons on the through tonnage. The aggregate tonnage for the year was

454,092 tons, in which is included 190,344 tons of gas and other coals. During the first six months of the year (the greater portion of which time the Ohio river was navigable) the increase of through freights over the same period in 1855 was 43,743 tons, and the decrease in the last half of the year, as compared with the same period in the previous year, was 50,552 tons.

This falling off in the through tonnage in the latter half of 1856, is chiefly owing to the low stage of water in the Ohio river; to compensate for which, the existing condition of our western railroad connections, affords no adequate relief.

Another obstacle in the way of increasing the through freight, already referred to, is the policy pursued by the State, in imposing a duty of one dollar per gross ton, thus driving the produce of the west, by other routes, to the seaboard, by depriving this company of the ability to reduce rates, so as to draw the tonnage through Pennsylvania. To this discrimination against the Pennsylvania route between the east and west, may also be added the extra expenses resulting from the use of the Philadelphia and Columbia railroad as part of the through line.

With the aid afforded by the cheaper transportation upon the Ohio river when it is navigable, these discriminations against us can be overcome, but when that navigation fails, Philadelphia cannot expect to maintain a produce trade of any magnitude, but must submit to a diversion of her legitimate business to other seaboard cities, where the State authorities evince a more liberal spirit towards their commercial metropolis.

The condition of most of the western railroads in which this company became interested as a shareholder, for the purpose of attracting traffic to its line, have undergone material changes since your last annual meeting.

The Ohio and Pennsylvania, Ohio and Indiana, and Fort Wayne and Chicago Railroad Companies, by authority from the Legislatures of the several States traversed by these works, have been consolidated into one company, under the name of the Pittsburg, Fort Wayne and Chicago Railroad Company. The whole length of this line, when completed, will be 467 miles;

it is now in operation to Plymouth, in Indiana, 383 miles west of Pittsburgh, and 84 miles east of Chicago. From Plymouth a cross road connects it with the Southern Michigan Railroad at Laporte, thus forming, in connection with the latter company—which has manifested a liberal spirit in the promotion of this object—a continuous road from Pittsburgh to Chicago.

This arrangement, however, is subject to the disadvantage of a break of gauge at Plymouth, some increase of distance, and high tolls on the road between Plymouth and Laporte.

These inconveniences are sufficient to materially cripple its efficiency as a through line, and have determined the Board to press the immediate completion of the whole road. Its graduation has therefore been placed under contract, and arrangements are in progress that will ensure the completion of the whole line during the spring of 1858.

In connection with the Wabash Valley Railroad, which crosses this line at Fort Wayne, the Pittsburg, Fort Wayne and Chicago Railroad forms, at present, a favorable route to St. Louis, and with the aid of the Ohio and Mississippi Road, soon to be opened, will prevent the recurrence of a detention of merchandise at Indianapolis, similar to that which occurred during the past summer and autumn.

This company holds \$769,850 of the stock of the consolidated company, which we have no doubt will be found, both directly and indirectly, a profitable investment.

The interest held by this company in the Springfield, Mount Vernon and Pittsburgh Railroad Company, has been transferred to the Steubenville and Indiana Railroad Company, by an exchange of stocks, as a condition for a release of its obligations to maintain the Pennsylvania gauge.

The Steubenville and Indiana Railroad, when connected with our line by the completion of the Pittsburgh and Steubenville Railroad, will become one of the most important lines of the west. It is not only the shortest route to Cincinnati and the central region of the west, from Philadelphia and New York ;

but it has secured this advantage by a line of moderate gradients; the maximum being but 39 feet per mile.

The bed of the road has been prepared with more than the usual regard to permanency observed in the construction of western railroads.

The failure to complete the Pittsburgh and Steubenville Railroad within the period originally anticipated, has greatly embarrassed this company, leaving it in an isolated position, dependent wholly upon its local resources for business, and without an outlet for their developement. The line recently opened along the valley of the Ohio river from Pittsburgh to Steubenville, will overcome this difficulty in a great measure, and enable us to derive some advantages from this work, in which the merchants of Philadelphia have manifested so much interest.

The Marietta and Cincinnati Railroad Company has nearly completed its line to Marietta. The means furnished by this company and the city of Wheeling, for the extension of this road from Marietta to Wheeling, were absorbed in the payment of the debts of that company to preserve its vitality, instead of being applied to its legitimate object. This, it is stated, became necessary, in consequence of the under estimates of their Engineer for the work under contract at the time of our subscription, which rendered it necessary to use the means supplied for another object, to continue the work west of Marietta, under the expectation that the completion of this portion of the line would give them strength to carry out their original design. How far these expectations may be met, time only can develop.

Efforts have recently been made to consolidate this road with the Hempfield and Chartiers Valley Railroads, thus forming a continuous line under one control, from Pittsburgh to Cincinnati, an object of great importance and value to this company, which, we trust, may be effected.

In addition to the facilities for transportation at present existing between the terminus of our road at Harrisburg and the east, an additional line will be opened during the present year, via Reading, which will give increased strength to the position occupied by the Pennsylvania line.

The contract between the State and Messrs. Bingham and Dock, for the transportation of passengers over the Philadelphia and Columbia Railroad, having expired on the 16th of August last, it was re-let to this company, in conjunction with the Harrisburg and Lancaster Railroad Company, for the term of five years from that date:—this company furnishing two-thirds of the stock, the other party the remaining third, and dividing the profits, if any, in like proportion.

While this arrangement may not yield much pecuniary profit to the contractors, the facility and convenience it affords to the traveling public, particularly in conducting the through passenger business, is of considerable importance to the company.

More ample and secure provisions for the constantly accumulating papers and records of the company than is afforded by the office now occupied in this city, has for some years been a source of anxiety to the Board; but unwilling to divert any of the funds of the company to this object, so long as it could be dispensed with, they have deferred the erection of a suitable building for this purpose, until it was thought that further delay would render them justly liable to censure for indiscretion. They have accordingly purchased an eligible site at the corner of Third street and Willing's alley, upon which a fire-proof building, with ample fire-proof safes, is in the course of erection. The second and third stories of this building will be devoted to the business of the company, and the remainder as its interests may hereafter suggest.

The Board refer with much pleasure to the success with which their Superintendent, H. J. Lombaert, Esq., and his assistant officers, have conducted the business of the road during the past year—during which period, no accident, that their vigilance could prevent, has occurred.

By order of the Board.

J. EDGAR THOMSON,
President.

WM. B. FOSTER, JR.,
Vice President.

The Treasurer Reports

Amount received from Stockholders, in payment of Instalments, - - - - -	Dolls.	C.
Amount received from Permanent Loans, - - - - - \$6,936.115 95	12,646,625	00
Less amount converted into Capital Stock, - - - - - 132,880 00		
	6,803,235	95
Amount received from Passengers, Freight, Mails and Expresses, - - - - -	4,724,603	78
Bills Payable, - - - - -	1,713,603	51
Balance of Interest and Dividend due to Stockholders, and State Tax on Coupons unpaid, - - - - -	65,297	74
Surplus Profits, to January 1, 1856, after deducting \$589,112 79, credited to cost of construction, by deducting this amount from the cost of the second track, as stated below, - - - - -	361,552	76
Surplus Profits for year 1856, after payment of dividends Nos. 1 and 2, on Stock, &c. - - - - -	387,387	85
	26,702,308	59

AMOUNT EXPENDED.

EASTERN DIVISION.

Graduation and Masonry, - - - - -	\$1,957,594	22
Superstructure of Road and Bridges, Ballast, Cross Ties, Iron Chairs, Iron Rails, Spikes and Bolts, Sills, Stationery, Printing and Incidentals, - - - - -	1,762,490	72
Engineer Department, including Instruments, &c., - - - - -	185,937	24
Land Damages, Expenses, Real Estate, Right of Way and Fencing, - - - - -	398,784	60
Real Estate, Philadelphia, - - - - -	389,040	80
Machine Shops, Engine Houses, Repair Shops, Stations, Ware Houses, Car Sheds, and Water Stations, - - - - -	935,855	28

WESTERN DIVISION.

Graduation and Masonry, - - - - -	\$4,942,953	62
Superstructure of Road and Bridges, Ballast, Cross Ties, Iron Chairs, Iron Rails, Spikes and Bolts, Sills, Stationery, Printing, and Incidentals, - - - - -	1,833,385	52
Engineer Department, including Instruments, &c., - - - - -	235,787	93
Land Damages, Expenses, Real Estate, Right of Way, and Fencing, - - - - -	515,696	14
Machine Shops, Engine Houses, Stations, Warehouses, Car Sheds, and Water Stations, - - - - -	614,230	95

SECOND TRACK.

Graduation and Masonry, - - - - -	\$1,448,945	88
Superstructure of Road and Bridges, Ballast, Cross Ties, Iron Chairs, Iron Rails, Spikes, Bolts, and Sills, - - - - -	2,197,800	07
	3,646,745	95

Less profits of Road after payment of interest to Stockholders up to November 1, 1855, which is credited according to the terms of the charter to the cost of construction, - - - - -	589,112	79
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Foremen's, Workmen's, and Tool Houses, - - - - -	\$86,738	34
Telegraph Line, - - - - -	45,198	03
Shop Machinery, - - - - -	204,761	12
New Office Building, Philadelphia, - - - - -	7,070	28

Locomotives, - - - - -	\$1,222,529	20
Freight Cars, - - - - -	944,941	69
Passenger Cars, - - - - -	176,418	23
Road Cars, - - - - -	33,930	01

Subscription to The Marietta and Cincinnati Railroad Stock, - - - - -	\$650,000	00
Maysville and Big Sandy Railroad Stock, - - - - -	100,000	00
Springfield, Mt. Vernon and Pittsburgh Railroad Stock, - - - - -	100,000	00
Ohio and Pennsylvania, and Ohio and Indiana Railroad Stock, converted into the stock of the Pittsburgh, Fort Wayne and Chicago Railroad Company, - - - - -	\$600,000	00
For dividends, &c., paid in stock, - - - - -	169,850	00
	769,850	00

Bonds of Municipal and other Corporations, - - - - -	1,619,850	00
Bills and Accounts Receivable, - - - - -	17,452	50
Transportation Expenses, State, and Harrisburg and Lancaster Railroad Tolls, Interest, Insurance, Office Expenses and Rents, - - - - -	\$2,992,467	17
Dividends on Stock, Interest on Bonds, and State Tax on Coupons, - - - - -	1,344,748	76
Profits of the Road for the year 1856, after payment of Dividends on Stock, Interest on Bonds, State Tax on Coupons, and all other Expenses, - - - - -	387,387	85

Gross Receipts of Road, - - - - -	4,724,603	78
Balance in hands of Agents, - - - - -	\$266,316	33
Balance in hands of Treasurer, - - - - -	359,118	82
	625,435	15

26,702,308 59

[E. & O. E.]

Philadelphia, January 1, 1857.

THOS. T. FIRTH, Treasurer.

REPORT

OF THE

SUPERINTENDENT OF TRANSPORTATION.

Office of Superintendent of Pennsylvania R. R. Co.

Altoona, January 1st, 1857.

To the President and Directors of the

Pennsylvania Railroad Company.

GENTLEMEN:—The Annual Report of the Transportation Department, for the year ending December 31st, 1856, is herewith respectfully submitted.

The total receipts, from all sources, are as follows, viz :

From transportation of freight, motive power tolls,				
and tolls on individual cars,	-	-	\$3,244,291	51
From passengers on Pennsylvania Railroad and				
connecting lines,	-	-	1,112,396	94
From Emigrants,	-	-	86,529	46
“ Adams & Co.’s Express,	-	-	58,090	00
“ United States Mails,	-	-	68,064	99
“ Rents of workmen’s houses, &c.,	-	-	30,291	22
“ Individuals and corporations,	-	-	55,451	27
“ Sundries,	-	-	65,078	32
				<hr/>
Total receipts, -	-	-	\$4,720,193	71

Brought forward, \$4,720,193 71

The total expenses are as follows, viz :

Motive power department, -	\$646,839 86	
Condueting transportation department, including tolls paid Columbia, Portage, Harrisburg and Lancaster, and Northern Central Railroads, (amounting to \$730,727 61,) and taxes paid the Commonwealth, (\$197,298 95),	1,625,941 01	
Maintenance of way department,	324,737 68	
“ “ cars department,	217,049 43	
	<hr/>	2,814,567 98
Leaving net receipts,		<hr/> <hr/> \$1,905,625 73

The balance sheet is as follows, viz :

TRANSPORTATION DEPARTMENT, DR.

To amount of stock on hand January 1st, 1856, - -	\$259,235 14	
To amount of bills during 1856,	2,274,837 91	
To amount of pay rolls during 1856, - - -	1,415,973 08	
To amount of receipts from all sources during 1856, -	4,720,193 71	
	<hr/>	\$8,670,239 84

TRANSPORTATION DEPARTMENT, CR.

By amount of motive power ex- penses for 1856,	-	-	\$646,839 86
By amount of conducting transpor- tation expenses for 1856,	-	-	1,625,941 01
By amount of maintenance of way expenses for 1856,	-	-	324,737 68
By amount of maintenance of cars expenses for 1856,	-	-	217,049 43
By amount of Columbia Railroad Transportation Company's ex- penses for 1856,	-	-	145,078 07
By amount chargeable to construc- tion and equipment department for 1856,	-	-	667,475 79
By amount of receipts from all sources for 1856,	-	-	4,720,193 71
By amount of road and shop stock on hand January 1st, 1857,	-	-	322,924 29
			<hr/> \$8,670,239 84
			<hr/> <hr/>

Detailed statements, exhibiting each item of expenses, will be found accompanying, and marked as follows, viz :

Conducting Transportation, Passenger Department.

Conducting Transportation, Freight Department.

Motive Power Department.

Maintenance of Cars Department.

Maintenance of Way Department.

Construction and Equipment, (in connection with Transportation Department) Eastern and Western Divisions.

A detailed statement, exhibiting each item of receipts, will also be found accompanying, and headed "General Statement," and "Freight and Passenger Receipts," &c., &c.

In addition to these, there will also be found accompanying this report, the following statements, furnished by the General Ticket Agent, viz :

“Annual Statement of Passenger Receipts from each station on the Pennsylvania Railroad, Harrisburg and Lancaster Railroad, and Columbia Branch Railroad, and Foreign Stations, for 1856.”

“Passengers carried from and to each station on the Pennsylvania Railroad, east and west ; also, from Foreign Stations.”

“Passenger Mileage.”

From the Chief Clerk of the Freight Department :

“Statement of Tonnage ‘from,’ and received ‘at,’ each station for the year, and a statement containing general information from books of freight, of tonnage, mileage, State tax, receipts for freight,” &c., &c.

From the Chief Clerk of the Motive Power Department :

“Statement of Mileage and Expenses of Engines.”

The general plan of the statistieal information presented with this Report, is the same as that of last year.

The Reports of the Assistant Superintendents in charge of the Motive Power and Maintenance of Way Departments, contain not only their own views of the result of our operations, but also the views of the Superintendent, and your attention is invited to them, as embracing much that is of interest, and to enable you more fully to judge of the extent and nature of their operations.

On the Eastern Division, warehouses and wood and water stations have been erected, to almost the extent now required.

On the Western Division, some of our most important stations are deficient in depot accommodations, and a scarcity of water exists, that has rendered serious obstructions to the movement of the trains during portions of the past year.

The expenses for maintaining the road, rolling stock and machinery, have increased ; this, in part, is owing to the extreme

severity of the past winter, which proved very destructive to them; and also to the fact, that we are approaching what may be considered the maximum of repairs, when a certain period in the active existence of the road is attained.

Should the coal trade from the Broad Top, Allegheny and Pittsburgh coal regions, reach the amount now confidently anticipated by the operators in those districts, we may expect an increase of about 200,000 tons from that source during the year 1857, should proper facilities for its transportation be afforded.

The disposition of this amount of coal, with our present facilities for distributing it (if it can be done) must be attended with a much greater expense than the article will bear; and whilst the operators are seeking to reduce expenses at the mines, and asking for reduction in rates of transportation, the expense of handling must be increased, unless convenient provision is made for its distribution on reaching West Philadelphia.

The same remarks apply to all freight intended for distribution beyond the City of Philadelphia, and every encouragement should be offered it, if we entertain the view that the trade of the City of Philadelphia would be indirectly benefited by every ton of freight which is passed through it, both in return freights to Philadelphia, and the return for labor incident to its transmission; and directly benefited in its own traffic, by the reduced rates of transportation which would be warranted from increased profits, on a business which might thus be largely increased at but a comparatively small increase of capital, the profits on the present traffic being assumed a fair return for the investment.

In conclusion, I deem it a duty to acknowledge the efficiency of the Assistant Superintendents, and the marked energy and zeal in the discharge of duty of all grades of employees in the service of the Company in this department.

All of which is submitted by

Your obedient servant,

H. J. LOMBAERT,

Superintendent.

H. J. LOMBAERT, ESQ.,

SIR:—The following is a statement of the expenditures of the Maintenance of Way Department of the Eastern Division of the Pennsylvania Railroad, during the year 1856.

Clerks,	-	-	-	-	-	\$600	00
Chairs and spikes,	-	-	-	-	-	2,513	17
Cross-ties and sills,	-	-	-	-	-	15,116	30
Frogs and switches,	-	-	-	-	-	5,429	86
Incidentals,	-	-	-	-	-	384	62
Iron rails,	-	-	-	-	-	532	20
Labor, repairing track,	-	-	-	-	-	57,635	43
Oil, tallow and fluid,	-	-	-	-	-	1,771	48
Repairs of telegraph,	-	-	-	-	-	1,727	48
Repairs of foremen's and tool-houses,	-	-	-	-	-	343	01
Repairs of road and hand-cars,	-	-	-	-	-	1,294	01
Repairs of workmen's houses,	-	-	-	-	-	1,809	80
Repairs of bridges,	-	-	-	-	-	6,980	59

Amount carried forward,	\$96,137 95
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	Amount brought forward,	\$96,137 95
Removing snow and ice, - - -	-	10,453 91
Stationery and Printing, - - -	-	195 44
Superintendents and supervisors, - - -	-	3,729 50
Taxes on real estate, - - -	-	3,987 80
Tools, and repairs of tools, - - -	-	3,255 58
Watchmen and switchmen, - - -	-	33,588 75
		<hr/>
		\$151,348 93
		<hr/>

The increase of expenditures of the year 1856 over those of 1855, is \$27,827 51; and deducting the extraordinary expenditures in repairs of bridges in 1855, would swell the excess of expenditures in 1856 over those of 1855 to \$53,248 79. This excess is chargeable to the following items:

Cross-ties and sills, - - -	-	\$8,844 69
Labor, repairing track, - - -	-	16,915 40
Removing snow and ice, - - -	-	9,233 34
Repairs of bridges, - - -	-	5,632 59
Chairs and spikes, - - -	-	1,833 30
Frogs and Switches, - - -	-	1,268 44
Watchmen and switchmen, - - -	-	7,287 10
Other items, - - -	-	2,233 93
		<hr/>
		\$53,248 79
		<hr/>

There have been renewed during the year, 47,221 cross-ties, which is about 20 per cent. of the whole number in single track between Harrisburg and Hollidaysburg; as large a number will have to be renewed the present year. The ties in the original track have been in use between 7 and 8 years; they are decaying rapidly, and all of them will have to be renewed within a year or two. The account of labor, repairing track, has increased on account of renewing cross-ties, of having 27 miles

of double track brought into use, and in clearing away a heavy slide at the Slip rock above Mexico.

On account of the heavy snows last winter and spring, the cost of keeping the road open has been heavy, being over \$9,000 more than any previous year.

The heavy expenditures in Repairs of Bridges account, is for re-covering, painting, and for materials used in repairing; the bridges are all in good order, except the one across Sherman's creek, at Duncannon; piers have been built at this bridge, and are ready for an iron superstructure, which is being made at Altoona shops, and which will be ready to put up in the spring.

Chairs and spikes, and frogs and switches accounts, have not increased beyond a reasonable supply for renewal.

Watchmen and switchmen account is large, but for the safety of the trains and security of the bridges it is a necessary expenditure, and cannot safely be reduced.

The road has been remarkably free from accidents; during the year there was but one of a serious nature that was chargeable to an employee in the maintenance of way department. There have been but two slides during the year, that were of any consequence, one near Birmingham, the other, a large one, at the Slip rock above Mexico, between Harrisburg and Altoona. There has not been a "run off" at a switch, during the year; the road has been in excellent condition, the employees have been attentive and careful, and deserve credit for their attention to their duties.

The rail, generally, wears well; some have broken and others have given away by mashing down or peeling off. From a careful observation, I have found the rails, where they are good, to wear very evenly; the joints remain as perfect as any other part of the rail; a great deal has been said about the rails giving away at the joints, but I am satisfied that where the iron is good, and has been properly manufactured, the joints of the rail retain its perfection nearly as well as any other part of it. I have noticed rails that have been in the track since they were first laid, a period of over 7 years, on embankments and in cuts

where the track is hard to keep in surface, and where the ends of the rails are some distance apart, and yet the ends of the rail were as perfect as when first laid. With a road bed well ballasted, sound oak cross-ties, a wrought-iron chair, joints of the rail broken, a good quality of well manufactured iron, and proper attention in keeping the surface of the rail perfect, will insure a regular wear of the iron throughout. In renewing chairs wrought-iron will be used instead of cast-iron; the advantage will be that they make a much better fastening, and have not the objection that there is to cast-iron, in wearing out the base-rail at the joint from abrasion.

There are now laid of second track, from

Harrisburg to Susquehanna bridge,	5 miles	867 feet.
West end of Susquehanna bridge,	-	3,394 "
Cove, - - - - -	1 "	85 "
Duncannon, - - - - -	-	744 "
Aqueduct, - - - - -	1 "	452 "
Bailey's, - - - - -	1 "	433 "
Newport, - - - - -	1 "	68 "
Millerstown to Lewistown, - - - - -	26 "	4,725 "
Anderson's, - - - - -	1 "	533 "
McVeytown, - - - - -	-	4,900 "
Manayunk, - - - - -	-	6,857 "
Newton Hamilton, - - - - -	1 "	-
Mount Union, - - - - -	-	4,216 "
Mill Creek, - - - - -	-	4,960 "
Huntingdon, - - - - -	-	2,894 "
Petersburg, - - - - -	-	3,997 "
Barree to Spruce Creek, - - - - -	3 "	4,303 "
Birmingham, - - - - -	-	1,716 "
Fostoria to Tyrone, - - - - -	1 "	3,038 "
Tipton to Altoona, - - - - -	10 "	1,758 "
	<hr/>	<hr/>
	60 "	2,420 "
	<hr/>	<hr/>

The track from Tipton to Altoona will be ready for use in the course of two or three weeks.

There is now siding room, independent of the main tracks, as follows :

At Harrisburg,	-	-	-	-	-	11,400 feet.
Roekville,	-	-	-	-	-	500 "
Duneannon,	-	-	-	-	-	740 "
Newport,	-	-	-	-	-	1,000 "
Millerstown,	-	-	-	-	-	1,200 "
Perryville,	-	-	-	-	-	889 "
Mifflin,	-	-	-	-	-	10,602 "
Lewistown,	-	-	-	-	-	1,375 "
MeVeytown,	-	-	-	-	-	627 "
Newton Hamilton,	-	-	-	-	-	476 "
Mount Union,	-	-	-	-	-	756 "
Mapleton,	-	-	-	-	-	664 "
Mill Creek,	-	-	-	-	-	550 "
Huntingdon,	-	-	-	-	-	625 "
Petersburg,	-	-	-	-	-	1,325 "
Spruce Creek,	-	-	-	-	-	1,750 "
Tyrone,	-	-	-	-	-	500 "
Tyrone City,	-	-	-	-	-	1,173 "
Tipton,	-	-	-	-	-	1,325 "
Fostoria,	-	-	-	-	-	619 "
Bell's Mills,	-	-	-	-	-	785 "
Altoona Warehouse,	-	-	-	-	-	2,728 "
						<hr/> 41,609 " <hr/>

There has been a scarcity of water at some of the stations, on account of the dryness of the summer and fall. A new reservoir has been put up at the mouth of the Juniata, and one at Bixler's Gap, in Lewistown Narrows. A well has been completed at Harrisburg, which affords at the present time about 50,000 gallons per 24 hours ; the reservoir is not quite completed. A new reservoir has been built at Mifflin to supply the place of the old

tub, which has been removed; reservoirs and permanent fixtures have been made at Anderson's and Manayunk, and an additional ram put up at Warrior's Ridge. A station should be erected at Tipton, including a wood-shed.

During the year, a large and substantial warehouse, 110 feet by 40 feet, has been built at Lancaster out of the frame of the car shed at Harrisburg, which was removed for the purpose of erecting the new depot at that place. A warehouse, out of the old one bought from Leech & Co., at Columbia, 150 feet by 25 feet, has been put up at Newport. A brick warehouse has been erected at Perryville, 100 feet by 30 feet, and one 80 feet by 28 feet, of the same material, is being finished at Petersburg. Warehouses are yet required at the following points—at Harrisburg, at Duncannon, at Mill Creek and at Tipton. As it will be the policy of the Company to make some new arrangements for their machinery and shops at Harrisburg, I recommend that the present engine house at that place be fitted up as a warehouse; the building and the location of it is well suited for the purpose, and the change can be made at a small expense.

The road from Newport to Millerstown has been ballasted, and is now ready for the cross-ties and rails; the graduation for the second track is about completed from a short distance above the ninetieth mile post to Altoona, and the ballasting on the same is nearly completed.

The present state of the road is as follows :

Completed and in use, -	-	-	60 miles, 2,420 feet.
Graded for second track,	-	-	110 “
Ballasted for second track,	-	-	89 “
Leaving to be graded, -	-	-	21 “
To be ballasted, -	-	-	42 “
And to be laid with superstructure,	-	-	71 “

There are now iron bridges at the following places—one over Little Juniata creek at Duncannon, one over Raecoon creek near Millerstown, one over Shaver's creek near Petersburg, one over little Juniata river at Union Furnace, one over the same stream

in place of bridge No. 7, destroyed by fire, one over same stream at Lower Tyrone, and one over same stream at Cold Spring Forge; one is being built to take the place of the wooden superstructure over Sherman's creek at Duncannon. A bridge of three spans will be required at bridge No. 10, below Birmingham; the whole length will be 193 feet, the estimated cost of which will be, at 60 dollars per foot, \$11,580; and also one at Ironsville, three spans, whole length 195 feet, cost \$11,700. The necessity of renewing these bridges is their being on six degree curves, and being high above the water; in case they should burn down, the difficulty in erecting temporary bridges in their place would be great.

There are 24,846 cords of wood on hand—nearly a year's consumption. The number of cords burnt during the year is 25,383½.

I will call your attention to the scarcity of water on the Lancaster and Harrisburg road, particularly between Middletown and Columbia; unless some arrangement is made for a better supply in case of a heavy freighting business on the road, there will be serious trouble in a dry season.

Respectfully,

GEO. R. MOWRY,

First Assistant Superintendent.

3

The report of the Chief Clerk of the Motive Power Department, herewith presented, shows in detail the mileage, freight and passengers, the cost of repairs, and the expenses of Engines during the past year, as well as their present condition.

It shows that there have been run by Engines on the Eastern Division :

347,553 miles with Passenger Trains.

714,196 miles with Freight Trains.

Total, 1,061,749 miles.

There have been run by engines on the Western Division :

299,333 miles with Passenger Trains.

663,088 miles with Freight Trains.

Total, . 962,421 miles.

Total Passenger Engine mileage, - - 646,886 miles.

Total Freight Engine mileage, - - 1,377,284 "

Total mileage run by engines, - - 2,024,170 "

The greatest mileage with Passenger Trains on the Eastern Division, was made by the engine *Flirt*, 36,334 miles.

The average mileage of Passenger Engines on the Eastern Division, was - - 18,292 "

The greatest mileage with Freight Trains on the Eastern Division, was made by the engine *Greene*, - - 24,120 "

The average mileage of Freight Engines on the Eastern Division, was - - 17,855 "

The greatest mileage with passenger Trains on the Western Division, was made by the engine *Conemaugh*, - - 37,630 "

The average mileage of Passenger Engines on the Western Division, was	-	-	-	14,966 miles.
The greatest mileage with Freight Trains on the Western Division, was made by the engine <i>Aughwick</i> ,	-	-	-	22,088 "
The average mileage of Freight Engines on the Western Division, was	-	-	-	12,280 "
Total average mileage of Passenger Engines,				16,589 "
Total average mileage of Freight Engines,				14,652 "
Cost of repairs of Engines, Eastern Division,				\$87,285 87
Cost of repairs of Engines, Western Division,				100,096 70
Total cost repairs of Engines, - - -				\$187,382 57
Total cost of repairs of Engines, 1855, -				135,120 85
Increase, - - - - -				\$52,261 72

This large increase in the cost of repairs is due to several causes.

There are more engines to keep in repair.

The cold of last winter was felt severely by our rolling stock, and the cost of the repairs of engines, swelled greatly by the expense of repairing the damages caused by the frost. A large proportion of the passenger engines on both divisions have had driving wheel centres renewed during the past year, and the expense of keeping up truck and tender wheels and axles has been very heavy. Where new materials have been used, great care has been taken to procure them of the best quality, and this winter finds us well prepared for service, not only in the number and good condition of the engines, but also in the quality of their wheels and axles.

There has not been much difficulty from tyres breaking, but a large number have been renewed during the year; the worn-out tyres have been replaced with new and heavier bars.

The iron fire-boxes of our coal-burning engines have been a very heavy source of expense; the original fire-boxes of some of them have failed, and required renewal with from six to twelve months service, and some made by us from high-priced iron, supposed to be entirely reliable, have failed; and in one instance the entire fire-box required renewal, after less than six months service.

The great difficulty to contend with in iron is the laminating and burning through of the part exposed to the fire. Copper sheets do not laminate, they last two or three times as long as iron. After the fire-box is worn out, the old copper is worth to us, for brass foundry use, more than one-half of the original cost of the sheet, while the iron is worth only the price of scrap. The labor expended upon the removal and renewal of a fire-box is a very heavy part of the expense. Our experience with the Smith & Perkins' engines, which, with copper fire-boxes, have given no trouble in that particular during two years' service, leads me to believe that the use of copper in the part of the engine exposed to the fire, will be true economy for us. We are now putting in several copper fire-boxes, and a little more experience will show us which will be the cheapest in the end.

Our engines are generally in excellent condition. The repairs of the fire-boxes of the coal-burners, on all parts of the road, have been very general and thorough. The Passenger Engines are in thorough repair, most of them having had new driving wheels and tyres during the year; two of them have been remodeled, and rebuilt at considerable expense, but are now staunch, durable, and efficient machines.

An increase of 100,000 tons in coal transportation on the Eastern Division, will require 6 additional engines, and 200 coal-trucks during the year.

MAINTENANCE OF CARS.

The report of the General Car Inspector shows the number and condition of the cars, freight and passenger, at this date.

PASSENGER CARS.

There are 45 wide passenger cars on the main line of road from Harrisburg to Pittsburgh, one new passenger car having been built.

The passenger cars have suffered greatly from accidents which occurred during the extreme cold weather ; 27 of them having been entirely rebuilt and painted at Altoona shop during the year. At present, all are in good order except three, now in the shop for repairs and painting.

There are 22 narrow passengers cars, adapted to the Columbia Railroad ; of this number 14 are in good condition for regular service, and 8 are old, and should be rebuilt. During the year two of the narrow cars have been converted into emigrant cars, one has been destroyed by fire on the Columbia Railroad, and one, which was reported as sold to the Broad Top Railroad Company, has been returned to this Company, making a decrease of two in the number of narrow passenger cars. Four of these cars have been rebuilt and painted, and the greater part of them thoroughly repaired and painted, at the Company's shop at West Philadelphia.

There are 18 narrow passenger cars that may be said to be kept for use on the Columbia Railroad ; of this number, eight should be rebuilt soon. The number of passenger cars owned by the Columbia Railroad Line, is 19. In the joint business between Philadelphia and Harrisburg, the Pennsylvania Railroad should furnish one-third of the stock, which would make our number 9 ; this would give 27 first-class passenger cars as the stock in joint use, leaving the Pennsylvania Railroad Company eight cars more than their proportion. It should be decided now, whether, in rebuilding these eight cars, they shall be made into wide cars for Pennsylvania Railroad proper, or whether they shall be disposed of in part to the Columbia Railroad Line, and the proportion of them which would then remain to the Pennsylvania Railroad proper, be rebuilt as narrow cars.

29 EMIGRANT CARS.

14 cars have been rebuilt at West Philadelphia; 6 cars have been rebuilt at Altoona, and 2 new cars built at West Philadelphia; 1 car has been sold to the Sunbury and Erie Railroad Company; making an increase of one in the number of the Emigrant Cars. They are all in excellent condition except two, which require to be rebuilt.

BAGGAGE CARS.

18 Baggage Cars, with mail apartments.

8 “ without “

Total, 26 8-wheeled Baggage Cars.

5 Baggage Cars have been rebuilt at West Philadelphia.

9 “ “ “ Altoona.

2 new “ “ built at West Philadelphia.

The Baggage Cars are all in very good condition, except three.

FREIGHT CARS.

8-wheeled House cars,	-	-	-	1,245	2,490
4-wheeled “	-	-	-	109	109
8-wheeled Stock Cars,	-	-	-	188	376
8-wheeled Iron Trucks,	-	-	-	178	356
8-wheeled Wood Trucks,	-	-	-	49	98
4-wheeled Coal Cars,	-	-	-	92	92

Total 4-wheeled cars,	3,521
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Of which there have been added to the stock since last report,
452 4-wheeled cars, viz :

25 eight-wheeled Stock Cars, built at Altoona shop, Pennsylvania Railroad.

- 50 eight-wheeled Stock Cars, built by Harrisburg Car Factory.
 50 eight-wheeled Box Cars, built at West Philadelphia shop,
 Pennsylvania Railroad.
 25 eight-wheeled Box Cars, built at Altoona shop, Pennsylvania
 Railroad.
 50 eight-wheeled Iron Trucks, built by Kimball & Gorton,
 Philadelphia.
 26 eight-wheeled Iron Trucks, built at West Philadelphia shop,
 Pennsylvania Railroad.

The condition of the Freight Cars at this time, will compare very favorably with it at any former period. A large number of new trucks have been placed under the box cars this year. About fifty of the old stock cars have been rebuilt, and changed to double-decked cars, for light stock.

Freight Cars, to replace others worn out or destroyed, have been built at the Company's shops, as follows:

AT WEST PHILADELPHIA SHOP.

8-wheeled House Cars,	-	-	-	8	16
8-wheeled Stock Cars,	-	-	-	4	8
4-wheeled House Cars,	-	-	-	4	4
					—
Total 4-wheeled cars,	-	-	-		28
					—

AT HARRISBURG SHOP.

8-wheeled House Cars,	-	-	-	8	16
8-wheeled Truck Cars,	-	-	-	8	16
8-wheeled Stock Cars,	-	-	-	4	8
4-wheeled House Cars,	-	-	-	3	3
					—
Total 4-wheeled cars,	-	-	-	-	43
					—

AT ALTOONA SHOP.

8-wheeled House Cars,	-	-	-	19	38
8-wheeled Truck Cars,	-	-	-	3	6
4-wheeled House Cars,	-	-	-	1	1
					—
Total 4-wheeled cars,	-	-	-		45
					—

AT PITTSBURGH SHOP.

8-wheeled House Cars,	-	-	-	4	8
4-wheeled House Cars,	-	-	-	5	5
8-wheeled Stock Cars,	-	-	-	4	8
8-wheeled Truck Cars,	-	-	-	8	16
					—
Total 4-wheeled cars,	-	-	-		37
					—

Total 4-wheeled cars built at the Company's shops, to replace cars worn out, or destroyed, - - - - 153

COLUMBIA RAILROAD LINE.

The Columbia Railroad Line owns,—

19 narrow Passenger Cars.

6 Emigrant “

8 Baggage Cars.

These cars having been very much run down, have had, and still require much work to put them in good order.

10 passenger, 5 emigrant, and 4 baggage cars have been thoroughly repaired and painted, and three new baggage cars built.

There is required an addition of three new emigrant cars, for this line, which are being built at the Company's shop at West Philadelphia. All the repairs of these cars is done at West Philadelphia shop.

ENGINE HOUSES AND MACHINE SHOPS.

At *Columbia* no change has been made since last report.

At *Dillerville* a large new turn-table is being put in.

HARRISBURG SHOP.

An office, for the accommodation of the shop clerk, has been built here.

The buildings used at this station, as engine house and repair shops, are not commodious enough for the business, and—if they were large enough—are not in such a shape as to allow our daily operations to be carried on either with economy or convenience. It might be well to consider whether the rent paid for these shops, without reckoning the increased expense of the business in consequence of their inconvenient location, would not fully equal the interest of a sum which, if expended on the Company's own property, would give us buildings of our own, much more convenient, and much less exposed to danger from loss by fire within or without.

The building now used as Engine House and Machine Shop might readily be altered to a freight warehouse, and is better located for that purpose than any we have the control of at that point.

MIFFLIN SHOP.

A very convenient building, for an office, store-room and oil-room, has recently been completed here. An additional building, for a smith shop, is much needed, as well as an enlargement of the engine house; the present building has but thirteen available tracks, and is inadequate to our wants.

ALTOONA SHOP.

An addition to the present machine shop, to be used for boiler repairs, is recommended.

The want of engine house room is also felt; the present Round House being much crowded. Engines frequently stand out, exposed to the weather.

CONEMAUGH SHOP.

More engine house room, and a small machine shop, are urgently needed here. There should be accommodation for at least twenty engines.

PITTSBURGH SHOP.

More shop-room is needed here; engine and car repairs are now done in the same building. The foundations for the machine shop are in, and the floor joists laid.

It is recommended that the erecting shop, and the square building be put up during the ensuing summer—the erecting shop one story, and the square building two stories high. A smith shop is urgently needed; the smith work is crowding us now. Pittsburgh being the terminus of the road, a large amount of freight car repairs are done there, requiring a great deal of smith work.

SNOW PLOWS

Are all in good condition.

CAR SHEDS.

The want of car sheds, to protect our passenger cars, is severely felt. We have no adequate shelter for them at Altoona, Pittsburgh or Harrisburg. The erection of the passenger station will, in a measure, remedy the evil at Harrisburg, but we suffer at present much expense and inconvenience from this want at all our stations.

The employees of the Company in this department, are entitled to great credit for the manner in which they have performed their duties during the past year.

Respectfully submitted,

ENOCH LEWIS,

Second Ass't Sup't, Penna. Railroad.

REPORT

OF THE

FIFTH ASSISTANT SUPERINTENDENT.

Altoona, January 1st, 1857.

HERMAN J. LOMBAERT, ESQ.,
Superintendent Pennsylvania Railroad.

SIR :—After writing my last report, we experienced a winter of the greatest severity that has been known in this part of the country for forty years ; the constant succession of snow storms, followed by strong drifting winds, rendered it almost impossible, for a time, to keep the road open ; our deep cuts on the mountain division were drifted to a great depth, and forces were constantly at work, trucking the snow out of them, while along the Laurel Hill Gap, the snow drifted from off the Conemaugh river, (which was frozen over) and covered the road in some places to a depth of about fifteen feet. Snow fences at the top of the deep mountain cut, would be a security against drifting, but in Laurel Hill Gap there appears to be no remedy, but incessant labor night and day, while the drifting continues. During this extremely cold weather, the water in the ditches was frozen solid

to a level with the Ballast, throwing any water which came down the side hills through the ballast, which also froze, rendering the track hard and unyielding; while in this condition, the destruction to the rails and machinery was very great. In order to obviate this difficulty as far as possible, I have increased the number of cross-drains, so as to carry the water, where it comes down in any quantity, immediately across and away from the road; those portions of the road that were supplied with good ballast, and could be perfectly drained, suffered comparatively little.

That part of the Allegheny Mountain Tunnel, known as the *high heading*, where the roof was considered doubtful, after the severe freezing of last winter, gave way, and portions of it fell during the month of March; it was immediately secured, and is now rendered entirely safe by arching; the remainder of the tunnel has undergone a thorough examination, and the roof, where not arched, (there being but 700 feet not secured by arching), was found firm and safe.

A small piece of Carr's Tunnel, 70 feet in length, (where a shaft had been sunk to determine the kind of material, opening out some fire clay above the roof of the tunnel, which, as it decomposed, loosened the rocks above,) has also been secured by arching; the remainder of this tunnel has a sand-stone roof, and is safe.

It having been determined to lay no double track between Irwin's and Greensburg during the past year, the work in widening the embankments at Greensburg for double track, was not prosecuted with as much vigor as it would otherwise have been; as these embankments are now secured at the base, and are filled out to their full width, there remains but little work to complete them. Should it be decided to close up the double track between Greensburgh and Irwin's this season, these embankments could be prepared for the double track at as early a day as some of the cuts and embankments near Manor Station. The whole could be ready this summer, if the work is commenced early in the spring.

The cuts on Brush Creek, which gave us much trouble last

spring from the frequent falls, and were becoming very dangerous, have been placed in the hands of parties for sloping; the lighter of these cuts are now sloped, the heavier ones, on account of their magnitude, will require the whole of the ensuing season for their completion. It will be less expensive to secure two of the cuts by underpinning, and about 500 feet of the *big cut* on Section 18, by arching. When this work is done, this part of the road will be rendered safe, and the services of six or eight watchmen can be dispensed with, besides the removal of material, which has constantly to be taken out, which also fills up the ditches, and keeps the track in bad condition.

The quarter part of the *Slate Ballast* has been removed, and replaced by *Sandstone* or *Limestone Ballast*. Many of the embankments, which were not originally ballasted, were also ballasted last year; one road bed is, therefore, now more thoroughly ballasted than it has ever been.

The laying of double track (with the exception of a short piece, 3,300 feet in length, laid at the Laurel Hill Slackwater), has been confined to between Lockport and Blairsville intersection, which was not quite completed for the want of iron; there still remains about two miles to lay between these points; the length of double track, will, therefore, not be very much increased over my last report.

Below is a statement of the length of double track laid at different places; also third track sidings, and sidings at outer depot, Pittsburgh, and main track, and sidings on the Blairsville and Indiana Branch:

	Miles.	Feet.
From Pittsburgh to Irwin's, - -	22	3,840
Second track used as siding at Manor Station,		810
Second track on Section 27, - -	-	1,300
“ “ used as siding at Radebaugh's, -	-	2,410
“ “ “ “ at Greensburg, -	-	760
From Greensburgh to Blairsville intersection,	20	5,000
Amount carried forward, - -	44	3,560

	Miles.	Feet.
Brought forward, - - -	44	3,560
From Blairsville intersection to Lockport, -	- 4	792
Second track used as sidings at New Florence,	-	3,750
“ “ “ “ at Nineveh, -	-	3,169
“ “ “ “ at Slackwater, -	-	3,320
“ “ “ “ at Dornock Point, -	-	633
“ “ “ “ at Johnstown, -	-	1,360
From Johnstown to Altoona, - - -	38	2,215
<hr/>		
Total double track laid, - - -	89	2,959
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	Miles.	Feet.
Siding at Duquesne Depot, Pittsburgh, -	-	1,858
“ at Passenger Station “ -	-	616
Metal Siding, - - -	-	650
Siding at Outer Depot, - - -	- 4	1,536
Third track at East Liberty, - - -	-	200
“ “ at Wilkinsburgh, - - -	-	1,125
“ “ at Brinton’s, - - -	-	525
“ “ at Wall’s, - - -	-	2,400
“ “ at Stewart’s, - - -	-	900
“ “ at Larimer’s, - - -	-	772
“ “ at Irwin’s, - - -	-	720
“ “ on Section 26, - - -	-	1,020
“ “ at Greensburgh, - - -	-	1,350
“ “ at George’s, - - -	-	526
“ “ at Latrobe, - - -	-	760
“ “ at St. Clair, - - -	-	1,100
“ “ and Y at Derry, - - -	- 1	1,250
“ “ at Hillside, - - -	-	1,580
“ “ at Blairsville intersection, -	-	1,170
“ “ at Bolivar, - - -	-	200
“ “ at Lockport, - - -	-	200
<hr/>		
Carried forward, - - -	- 8	4,618

			Miles.	Feet.
Brought forward,	-	-	- 8	4,618
Third track at New Florence,	-	-	-	820
“ “ at Johnstown,	-	-	-	947
Sidings at Conemaugh,	-	-	-	400
Connection with Portage at Conemaugh,	-	-	-	825
Third track at Mineral Point,	-	-	-	400
“ “ at Summerhill,	-	-	-	1,100
“ “ at Wilmore,	-	-	-	900
“ “ at Lilly’s,	-	-	-	1,051
“ “ at Cresson,	-	-	-	756
Siding and Y at Gallitzin,	-	-	-	1,960
Third track east end Allegheny Tunnel,	-	-	-	1,400
“ “ at Kittanning Point,	-	-	-	920
<hr/>				
Total sidings at Outer Depot, Pittsburgh, and third track,	-	-	- 11	257
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BLAIRSVILLE AND INDIANA BRANCH.

			Miles.	Feet.
Main track from Blairsville intersection to Indiana,	18		18	5,259
Y at Blairsville intersection,	-	-	-	805
Siding at Blairsville,	-	-	-	1,700
Mayer’s Siding,	-	-	-	500
Siding at Black Lick,	-	-	-	670
Siding at Homer,	-	-	-	640
Sidings at Indiana,	-	-	-	2,400
<hr/>				
Total main track and sidings on Blairsville and Indiana Branch,	-	-	- 20	1,414
<hr/> <hr/>				

There is still unlaidd between Irwin’s and Greensburgh, 8 miles, 5,250 feet, and Blairsville intersection and Johnstown, less second track, at stations used as sidings, 18 miles, 856 feet.

But one new water station has been erected during the year, that at *Mineral Point*, where a reservoir was built. The season

being unusually dry, we sometimes suffered for want of water. There is quite a strong spring in Snodgrass' cut; by piping this about 2,000 feet into a reservoir, it would make, (as the spring is stronger), a better station than that at Carr's Tunnel; this water is now pumped by hand into a tank, during the dry weather. Water is scarce between Hillside and Lockport; a tank could be filled from some of the springs in the neighborhood of Paeksaddle.

Wood-sheds have been built at Irwin's and Hillside, and the water removed from the old tank at Irwin's into the reservoir.

Two weigh scales were erected during the year—one at Altoona, 112 feet in length, and the other at Derry, 108 feet in length. These scales have been tested, and prove satisfactory.

The freight warehouse at Greensburgh, one-half of which was built in 1854, was completed during the season; the whole length is 150 feet: the large amount of produce that was brought to this place during the last season, showed the necessity for its completion.

Freight warehouses are still very much needed at Johnstown, Wilmore, and Cresson's stations; we have built a temporary shed at Johnstown, to enable the agent, for the present, to dispose of a part of the freight, but the rapid growth of the place, and extensive *Iron Works* that are now in successful operation there, demand a good warehouse. Passenger stations are also much needed at Irwin's and Greensburgh. The removal of the water station renders the room in the old water station very inconvenient to the present stopping place at Irwin's; at Greensburgh, the temporary building, which, when put up, was only expected to be occupied for a short time, was built so slightly that it has become very open, and uncomfortable in the winter.

Our *Bridges* are in good repair. The trestle work on the Blairsville Branch has been thoroughly repaired and painted, and is now in excellent condition. The decks have been removed from our bridges, so that the watchmen, in passing over them, can see every part, and prevent fire.

A considerable amount of work remains to be done in the

neighborhood of Johnstown, preparatory to the laying of a double track ; the iron bridge across Stony Creek, of five spans in length, requires an additional rib, and the long embankment near the station, was only made for single track ; it would be very desirable to make this embankment some time before it is used, so as to give it time for settlement.

The Indiana Branch was opened, and has been in successful operation since June 9th. The business, so far, has exceeded the amount anticipated ; a building was erected at Indiana for the joint purpose of freight warehouse and passenger station. This was found not to be sufficiently large, and we have since built a freight warehouse, 32 by 100 feet in dimensions. There are two water stations on this branch, at Blacklick and Homer, and during the summer we piped a spring, which held out during the driest weather, to the water station at Blairsville. The water station at Homer fails in the dry weather ; the pipes can be removed to a point about 2 miles nearer Blairsville, where there is a never-failing spring. The track on this branch is in very good condition, and is every where ballasted with good hard stone.

The cross-ties are pretty generally given out between Johnstown and Pittsburgh, 10,440 have been used for renewal ; a large number will be required for repairs the present year. The Chestnut ties, in all cases, give out first. The *Hemlock*, where taken from thrifty timber, appear quite as durable as the White Oak ; I have examined some in the track in Laurel Hill Gap, which have been in use for five years, and they are perfectly sound.

118,126 feet of rails have been removed, equal to 59,063 feet of track ; $5\frac{1}{2}$ per cent. of whole track laid, of which 1,434 feet have been broken by broken wheels ; 98,707 feet worn out, and 17,985 feet broken during the cold weather, and from other causes. The cold weather last winter was more destructive to our iron than all the previous wear had been ; rails were constantly given out and breaking, and it required the incessant watching of the foreman, to keep the track in a safe condition.

The Safe Harbor iron which, in wearing, had shown a supe-

riority over the Montour, possessed none over it in strength; both were equally brittle, and that now rolled at the Safe Harbor Works is much inferior to any that we have before received. On one foreman's division about one-third of the iron put down in renewal from the Safe Harbor Works, was so badly worn, that it had to be taken out of the track in six months.

The iron manufactured at the Cambria Iron Works, at Johnstown, has given the most satisfactory proof of its strength, and if the manufacturers finish it with a good wearing head of refined iron, it will make, I think, the best American rail that I have seen.

857 $\frac{1}{2}$ tons of old iron have been taken to the Cambria Iron Works for re-rolling.

No foremen's houses have been built during the last year; on some parts of the Mountain Division, through Laurel Hill and Chestnut Ridge, and on Brush Creek, (where houses are scarce) I would recommend their erection. Both foremen and men, in some of these places, find great difficulty in getting accommodations.

20,058 cords of *Wood* have been consumed; there is at present on hand 37,251 $\frac{3}{4}$ cords, the greater part of which is east of St. Clair Station; the Pittsburgh end of the road has received more than half its supply from the Mountain Division, for a year past. The opening of the Indiana Branch, where wood is abundant and of good quality, will supply a part of this, instead of the Mountain Division.

In conclusion, it gives me pleasure, once more to bear witness to the faithful manner in which the *Foremen* have performed their duties; the last winter gave evidence of their faithfulness and devotion to the interests of the work. The Supervisors have performed their duties with great fidelity, and have fully sustained the character which their previous conduct had awarded them.

Below is a tabular statement, showing the expenditure chargeable to the different accounts that have been made, in connection with the Maintenance of Way Department on the Western Division :

MAINTENANCE OF WAY.

	Main Line. Indiana Branch.	
Clerks, - - -	\$240 00	
Chairs and Spikes, - -	2,300 66	\$209 04
Frogs and Switches, - -	3,716 92	19 77
Iron Rails, - - -	15,360 46	
Incidentals, - - -	537 66	3 04
Labor, Repairing Track, -	77,569 05	4,288 13
Oil, Fluid and Tallow, - -	1,068 99	35 40
Renewing Cross-Ties and Sills, -	2,652 68	164 38
Removing Snow and Ice, -	18,057 72	
Repairs, Foremen and Tool Houses,	159 00	
Repairs, Bridges, - -	571 05	207 03
Repairs, Telegraph, - -	419 14	
Repairs, Road and Hand Cars, -	67 78	6 00
Stationery and Printing, - -	87 06	
Superintendence and Supervisors,	4,150 00	455 00
Tools, and Repairs of Tools, -	2,105 14	259 23
Taxes on Real Estate, - -	272 46	22 40
Watchmen and Switchmen, -	35,999 66	451 10
Total, -	<u>\$165,335 43</u>	<u>\$6,120 52</u>

CONSTRUCTION AND EQUIPMENT.

	Main Line. Indiana Branch.	
Ballast, - - -	\$32,738 90	\$1,892 30
Bridge Superstructure, - -	358 60	1,656 30
Cross-Ties, - - -	871 30	81 05
Engine House and Machine Shops,	986 87	46 25
Foremen and Tool Houses, -	209 32	102 53
Graduation and Masonry, -	86,984 14	1,223 41
Instruments, Office Rent, and Furni- ture, - - -	27 85	
Incidentals, - - -	38 20	11 21
Amounts carried forward,	<u>\$122,215 18</u>	<u>\$5,013 05</u>

	Main Line. Indiana Branch.	
Amounts brought forward,	\$122,215 18	\$5,013 05
Iron Rail, - - -	72 37	
Real Estate, - - -	227 29	200 00
Road Superstructure, - -	2,029 78	996 93
Station and Warehouse, - -	12,890 55	4,343 21
Stationery and Printing, -	40 57	
Telegraph Line, - - -	232 26	
Workmen's Houses, - - -	30 18	
Wells, Pumps and Tanks, -	484 28	111 03
Totals,	<u>\$138,222 46</u>	<u>\$10,664 22</u>

MOTIVE POWER.

	Main Line. Indiana Branch.	
Coal, - - - -	\$49,648 93	
Expenses, Water Stations, -	2,504 19	161 16
Engineers and Firemen, "Pass.,"	80 00	110 00
" " " Freight,	25 00	
Individuals and Corporations, -	55 40	99 60
Incidentals, - - - -	333 20	7 00
Laborers, - - - -	114 65	265 00
Labor, Preparing Wood, -	7,347 88	443 04
Materials for Pittsburgh Shop, -	53 27	
Oil, - - - -	413 48	24 78
Repairs, Water Stations and Fixtures,	610 20	56 06
Repairs, Engine Houses, Machine Shops		
and Turn-tables, - - -	461 57	29 94
Watchmen and Switchmen, - -	550 00	
Wood, and Hauling Wood, - -	52,641 09	390 50
Totals, -	<u>\$114,838 86</u>	<u>\$1,587 08</u>

CONDUCTING TRANSPORTATION.

Passenger Department.

			Main Line.	Indiana Branch.
Fuel and Light, -	-	-	\$359 09	\$24 80
Incidentals, -	-	-	294 92	
Labor and Expenses, -	-	-	830 73	15 68
Loss and Damage, -	-	-	36 52	
Repairs, Passenger Stations, Rents and Furniture, -	-	-	235 79	4 25
			<hr/>	<hr/>
Totals, -			\$1,757 05	\$44 73
			<hr/>	<hr/>

CONDUCTING TRANSPORTATION.

Freight Department.

			Main Line.	Indiana Branch.
Brakemen, -	-	-	\$38 74	
Conductors, -	-	-	40 00	
Fuel and Light, -	-	-	9 50	
Incidentals, -	-	-	57 24	
Labor and Expenses, -	-	-	931 82	30 00
Loss and Damage, -	-	-	16 00	
Repairs, Freight Stations, Rents and Furniture, -	-	-	5,975 99	93 10
Telegraph expenses, -	-	-	17 90	
			<hr/>	<hr/>
Totals,			\$7,087 19	\$123 10
			<hr/>	<hr/>

MAINTENANCE OF CARS.

			Indiana Branch.
Repairs, Passenger and Baggage Cars, -	-	-	\$1 50
			<hr/>

RECAPITULATION.

	Main Line.	Indiana Branch
Maintenance of Way Department,	\$165,335 43	\$6,120 52
Construction and Equipment Department, - -	138,222 46	10,664 22
Motive Power Department, -	114,838 86	1,587 08
Conducting Transportation, Passenger Department, - -	1,757 05	44 73
Conducting Transportation, Freight Department, - -	7,087 19	123 10
Maintenance of Cars Department,		1 50
	<hr/>	<hr/>
Totals,	\$427,240 99	\$18,541 15
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Respectfully submitted,

THOMAS SEABROOK,
Fifth Assistant Superintendent.

STATEMENT No. 1.

General Exhibit of Earnings and Expenses on Pennsylvania Railroad for the year ending December 31.

DR.	TO AMOUNT OF RECEIPTS		CR.	BY AMOUNT OF EXPENSES IN	
From Freight at Stations,	- - - - -	\$3,175,701 56	Conducting Transportation Passenger Departm't,	\$ 356,301 75	
Tolls on Individual Cars,	- - - - -	56,406 44	" " Freight	1,289,039 20	
Harrisburg and Lancaster Railroad Co., for Motive Power,	- - - - -	12,183 51	Motive Power Department,	646,839 86	
First Class Passengers,	- - - - -	1,112,336 94	Maintenance of Cars Department,	217,049 43	
Emigrant Passengers,	- - - - -	86,529 46	Maintenance of Way Department,	324,737 68	
Adams & Co.'s Express,	- - - - -	68,090 00			\$2,814,667 98
Carrying U. S. Mails,	- - - - -	68,064 99	Net Profits,	- - - - -	1,905,625 78
Rents,	- - - - -	30,291 22			
Individuals and Corporations,	- - - - -	55,451 27			
Sundry Sources,	- - - - -	65,078 32			
					\$4,720,193 71

STATEMENT No. 13.

Condensed Exhibit of Earnings and Expenses, together with Net Receipts, for each month during the year.

MONTHS.	GROSS RECEIPTS.	EXPENSES.	NET RECEIPTS.
January,	\$235,947 98	\$189,984 32	\$105,963 66
February,	302,651 77	196,534 97	106,116 80
March,	513,217 43	240,694 67	272,522 76
April,	601,119 33	266,188 75	334,930 58
May,	451,372 58	248,530 68	202,841 90
June,	345,613 04	224,202 47	121,410 57
July,	333,968 43	337,441 18	1,327 25
August,	354,737 29	218,132 20	136,605 09
September,	331,448 05	200,644 49	190,803 56
October,	393,845 16	201,929 58	191,915 58
November,	365,156 63	256,197 27	108,959 36
December,	366,116 02	233,987 40	132,128 62
TOTALS,	\$4720,193 71	\$2,814,567 98	\$1,905,625 73

SUPERINTENDENT'S OFFICE, ALTOONA,
January 16, 1857.

THOMAS R. DAVIS, *Ch. Clerk Trans. Department.*

ANNUAL REPORT, 1856.

STATEMENT No. 2.

Exhibiting in detail Amounts of Earnings from all Sources, for the year ending December 31.

PASSENGER RECEIPTS.									
COLUMBIA RAILROAD LINE.					COLUMBIA BRANCH RAILROAD.				
MONTHS.	COLUMBIA RAILROAD LINE.				COLUMBIA BRANCH RAILROAD.				TOTALS.
	First Class Passengers.	Emigrant Passengers.	Carrying U. S. Mails.	Adams' Express and Sundries.	TOTALS.	First Class Passengers.	Emigrant Passengers.	Carrying U. S. Mails.	
January,.....	4078 93	435 17	1229 16	.....	6343 26	1007 30	101 92	67 92	1177 14
February,.....	5269 52	545 59	1229 16	.....	7044 27	911 40	128 26	67 92	1107 58
March,.....	8894 19	1898 95	1229 16	.....	12022 30	1472 83	442 07	67 92	1982 82
April,.....	9410 45	3136 20	1229 16	.....	13775 81	3371 17	717 46	67 92	4156 55
May,.....	8856 11	2275 53	1229 16	.....	12560 80	3133 10	519 62	67 92	3720 64
June,.....	7853 35	1808 38	1229 16	.....	10890 89	933 95	389 46	67 92	1391 33
July,.....	7051 65	1971 38	1229 16	.....	10252 19	1004 05	466 12	67 92	1538 09
August,.....	3886 75	893 03	614 58	.....	5354 36	.....	.....	.....	.....
Aug. 16 to 31st,	13941 25	853 04	614 58	.....	15408 87	1011 55	280 91	67 92	1360 38
September,.....	31753 01	1852 45	1229 10	110 40	34045 10	969 75	590 11	67 92	1627 78
October,.....	36656 05	1917 39	1222 92	211 55	40037 91	1193 87	552 10	67 92	1813 89
November,.....	23413 42	1658 44	1222 92	159 31	26454 09	1072 83	417 63	67 92	1558 38
December,.....	23448 90	824 33	1222 92	1429 10	26925 25	1151 42	241 10	67 92	1460 41
Totals,.....	55600 95	12924 23	9218 70	.....	78043 88	17233 22	4846 76	815 04	22895 92
Totals from Aug. 16,	129212 63	7105 65	5512 50	1940 36	143771 14	.....	.....	.....	.....
Totals for year,	185112 98	20029 88	14731 20	.....	221815 02	.....	.....	.....	.....
Totals,.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals from Aug. 16,	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals for year,	.....	.....	.....	.....	.....	.....	.....	.....	.....

* From August 16th to December 31st, 1856: The Transportation of Passengers, on the Philadelphia and Columbia Railroad, was done by the Pennsylvania Railroad Company, and during that period the Total Passenger Receipts are included in the above table.

STATEMENT No. 2—Continued.

57

PENNSYLVANIA RAILROAD.					FREIGHT RECEIPTS.				MISCELLANEOUS RECEIPTS.				
MONTHS.	First Class Passengers.	Emigrant Passengers	Adams & Co.'s Express.	Carrying U. S. Mails.	TOTALS.	Freight at Stations.	H. & L. Co. For Motive Power.	Tolls on Individual Cars.	TOTALS.	Rents.	Indiv'ls and Corps'ns.	Sundry Sources.	TOTALS.
January,	43171 88	1434 79	4361 83	4166 67	53135 17	218940 42	713 16	3602 19	223255 77	2199 04	2101 15	500 80	295947 98
February,	43645 21	1708 11	4038 73	4166 67	53558 72	217594 17	948 91	4203 65	222836 73	2117 47	8023 57	842 21	302651 77
March,	80618 51	5988 99	4200 28	4166 67	94974 45	379579 00	1289 31	4857 50	385725 81	2503 47	3291 63	417 22	513217 43
April,	97201 37	9892 37	4200 28	4166 67	115460 09	439814 60	1281 19	5953 52	447049 31	3558 85	2522 22	.....	601119 33
May,	90968 18	7410 32	4361 83	4166 67	106937 00	295978 48	1163 57	4736 28	301878 33	2307 91	8336 69	1869 09	451372 58
June,	74243 91	5861 97	4038 73	4166 67	88311 28	216530 36	949 83	3813 85	221294 04	2000 13	4213 74	6366 46	345613 04
July,	72878 93	6122 50	4361 83	4166 67	87529 03	195885 05	930 95	3557 91	200374 81	4641 06	6658 26	16815 95	338968 43
August,	83084 84	7314 20	4200 28	4166 67	98765 99	223139 16	859 51	3766 79	227765 46	1611 50	6544 40	1221 77	354737 29
September,	97630 08	6188 10	4200 28	4166 67	112185 13	246900 46	1148 39	4721 57	252770 42	2141 96	5661 39	2636 74	391448 05
October,	104153 00	6695 34	4361 83	4416 66	119626 83	245120 03	961 14	5826 09	251907 26	2829 83	2353 09	368 37	393845 16
November,	68637 01	4822 21	4038 73	4416 66	81914 61	226778 13	868 97	5515 33	233162 43	3516 96	3237 60	31574 02	365156 63
December,	61292 14	2802 28	4361 83	4416 66	72782 01	260440 80	1068 58	5761 76	276271 14	860 04	2507 53	2459 69	366116 02
Totals,	917435 06	62271 18	50726 46	50750 01	1085182 71	3175701 56	12183 51	56406 44	3244291 51	39291 22	55451 27	65078 32	\$4720193 71

SUPERINTENDENT'S OFFICE, ALTOONA,
January 16, 1857.

THOS. R. DAVIS,
Chief Clerk Trans. Department.

ANNUAL REPORT, 1856.

STATEMENT No. 3.

Exhibiting the Monthly Totals of Various Class Earnings of Penna. R. R. and Connections, for year ending December 31.

CLASS.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
<i>Freight Earnings.</i>													
From Freight at Stations, -	218,940 42	217,594 17	379,579 00	430,814 60	295,978 48	216,530 36	195,885 95	223,139 16	246,900 46	245,120 03	226,778 13	269,440 80	3,175,701 56
Tolls on Individual Cars, -	3,602 19	4,293 65	4,857 50	5,953 52	4,736 28	3,813 85	3,537 91	3,766 79	4,721 57	5,826 09	5,515 33	5,761 76	56,406 44
Har. & Lan. R.R. for Mot. Pow.	713 16	948 91	1,289 31	1,281 19	1,463 57	949 83	930 95	859 51	1,448 39	961 14	808 97	1,068 58	12,183 51
<i>Passenger Earnings.</i>													
From First Class Passengers, -	54,801 21	55,693 76	101,842 59	122,992 57	115,413 72	92,755 19	90,612 61	98,748 73	111,518 55	118,758 72	78,482 38	70,746 91	1,112,396 94
Emigrant Passengers, -	2,025 26	2,449 28	8,562 96	14,122 63	10,508 09	8,264 73	8,806 99	8,586 26	7,071 40	7,521 23	5,446 58	3,164 05	85,529 46
Adams & Co.'s Express, -	4,995 00	4,625 00	4,810 00	4,810 00	4,995 00	4,625 00	4,995 00	4,810 00	4,810 00	4,995 00	4,625 00	4,995 00	58,090 00
Carrying U. S. Mails, -	6,063 75	6,063 75	6,063 75	6,063 75	6,063 75	6,063 75	6,063 75	5,449 17	4,834 59	5,111 66	5,111 66	5,111 66	68,064 99
<i>Miscellaneous Receipts.</i>													
From Rents, -	2,199 04	2,117 47	2,503 47	2,558 85	2,307 91	2,000 13	4,641 06	1,611 50	2,144 96	2,829 83	3,516 96	860 04	30,291 22
Individuals and Corporations, -	2,101 15	8,023 57	3,291 63	2,522 22	8,336 69	4,213 74	6,658 26	6,544 40	5,661 39	2,353 09	3,237 60	2,507 53	55,451 27
Sundries, -	506 80	842 21	417 22	.....	1,869 09	6,366 46	16,815 95	1,221 77	2,636 74	368 37	31,574 02	2,459 69	65,078 32
Totals, -	295,947 98	302,651 77	513,217 43	601,119 33	451,372 58	345,613 04	338,968 43	354,737 29	391,448 05	393,845 16	365,156 63	366,116 02	\$479,193 71

SUPERINTENDENT'S OFFICE, ALTOONA,

THOS. R. DAVIS,

January 16, 1857.

Chief Clerk Trans. Department.

ANNUAL REPORT, 1856. STATEMENT No. 4.

Condensed Exhibit of Monthly Expenses in Motive Power, Conducting Transportation, Maintenance of Cars, and Maintenance of Way Departments.

MONTH.	MOTIVE POWER DEPARTMENT.	CONDUCTING TRANSPORTATION DEPARTMENT.			MAINTENANCE OF CARS DEPARTMENT.	MAINTENANCE OF WAY DEPARTMENT.	TOTALS.
		Passenger.	Freight.	TOTAL.			
January,	-	24,776 73	74,341 30	99,118 03	16,152 90	22,943 93	180,984 32
February,	-	24,313 79	71,486 60	95,800 39	22,369 14	24,142 88	196,534 97
March,	-	38,644 48	105,376 83	144,021 31	23,283 08	22,402 49	240,594 67
April,	-	37,522 80	130,715 51	168,238 31	18,563 88	28,258 03	266,188 75
May,	-	40,058 57	100,376 48	140,435 05	19,442 64	28,316 11	248,530 68
June,	-	36,655 10	86,763 67	123,418 77	19,686 10	27,089 91	224,302 47
July,	-	33,414 79	213,129 41	246,544 20	14,318 19	26,377 47	337,441 18
August,	-	28,958 48	89,913 17	118,871 65	15,275 59	29,530 58	218,132 20
September,	-	23,850 39	83,376 14	107,226 53	14,261 73	27,962 35	200,644 49
October,	-	25,310 39	83,109 03	108,419 42	16,246 12	25,396 51	201,929 58
November,	-	21,723 76	140,884 83	162,608 59	18,035 63	21,796 06	256,197 27
December,	-	21,072 47	90,166 29	111,238 76	19,414 43	40,521 36	233,987 40
Totals,	-	356,301 75	1,269,639 26	1,625,941 01	217,049 43	324,737 68	\$2,814,567 98

SUPERINTENDENT'S OFFICE, ALTOONA,
January 16, 1857.

THOS. R. DAVIS,
Chief Clerk Trans. Department.

ANNUAL REPORT, 1856. STATEMENT No. 5.

Expenses of Pennsylvania Railroad, for year ending December 31st.

HEADS OF ACCOUNTS.		CONDUCTING TRANSPORTATION DEPARTMENT.		Motive Power Department.	Maintenance of Cars Department.	Maintenance of Way Department.	TOTALS.
		Passengers.	Freight.				
Advertising.	.	3,364 42	3,079 68	.....	.....	.....	\$ 6,444 08
Agents, Station.	.	.....	14,086 48	.....	.....	.....	14,086 48
Agents, Ticket.	.	13,282 12	.....	.....	.....	.....	13,282 12
Baggage Masters.	.	9,383 60	.....	.....	.....	.....	9,383 60
Brakemen.	.	16,013 94	122,791 94	.....	.....	.....	138,805 88
Bridges, Repairs of.	.	.....	.....	.....	.....	7,947 13	7,947 13
Car furniture and fixtures.	.	4,811 91	6,003 97	.....	1,463 24	.....	10,815 88
Car Shops and Sheds, Repairs of.	.	9,420 16	8,696 65	.....	75,135 29	.....	18,116 81
Cars, Cleaning and Inspecting.	.	.....	.....	.....	134,637 87	.....	75,135 29
Cars, Repairs of Passenger and Baggage.	.	.....	.....	.....	597 54	.....	134,637 87
Cars, Repairs of Freight.	.	.....	.....	.....	.....	.....	597 54
Cars, Repairs of Ballast and Wood.	.	.....	.....	.....	2,079 20	.....	2,079 20
Cars, Repairs of Road and Hand.	.	.....	.....	.....	5,027 43	.....	5,027 43
Chairs and Spikes.	.	.....	.....	.....	840 00	.....	840 00
Clerks.	.	5,305 51	47,753 01	.....	.....	.....	53,898 52
Coal.	.	.....	.....	50,401 24	.....	.....	50,401 24
Columbia Railroad Line.	.	4,937 55	.....	.....	.....	.....	4,937 55
Conductors.	.	18,323 74	35,163 71	.....	.....	.....	53,487 45
Cotton Waste.	.	.....	.....	.....	.....	.....	.....
Cross-Ties and Sills.	.	.....	.....	5,409 07	.....	.....	5,409 07
Dispatchers.	.	.....	11,873 35	.....	.....	18,118 87	18,118 87
Drawbacks and Overcharges.	.	524 42	11,032 40	.....	.....	.....	11,556 82
Engineers and Firemen, Passenger Department.	.	.....	.....	29,397 94	.....	.....	29,397 94
Engineers and Firemen, Freight Department.	.	.....	.....	75,766 54	.....	.....	75,766 54
Engine House, Machine Shops and Turntables, Repairs of.	.	.....	.....	10,398 44	.....	.....	10,398 44
Fluid.	.	.....	.....	830 86	.....	.....	830 86
Foremen, Tool and Watch Houses, Repairs of.	.	.....	.....	.....	.....	505 53	505 53
Foreign Agencies.	.	18,233 62	68,940 76	.....	.....	.....	87,174 38
Frogs and Switches.	.	.....	.....	.....	.....	7,670 45	7,670 45
Fuel and Light.	.	5,793 80	3,150 96	1,543 00	157 52	.....	10,645 28
Incidentals.	.	2,439 11	2,348 73	3,514 37	474 79	1,063 20	9,840 20
Individuals and Corporations.	.	.....	.....	55,395 22	.....	.....	55,395 22
Iron Rails.	.	.....	.....	.....	.....	16,031 65	16,031 65
Labor and Expense at Stations.	.	8,280 96	72,189 75	.....	.....	.....	80,470 71
Labor and Materials, Repairing Track.	.	.....	.....	.....	.....	140,451 82	140,451 82

ANNUAL REPORT, 1856.

STATEMENT No. 6.

Mileage and Expenses of Engines—Eastern Division.

BUILDERS.	Pnead on Road.	Number of Drivers.		Weight.	Weight on Drivers.	Miles Run with Passenger Trains.	Miles Run with Freight Trains.	Total Miles Run.	Cost of Repairs.	Cost of Fuel.	Cost of Stores.	Cost per 100 Miles run of				
		ft.in.	Size of Drivers.									Repairs.	Fuel.	Tallow, Oil.	Fluid & Waste.		Total.
Atalanta.	Nov., 1852	4 5 6				7716		7716	6476 38	655 45	105 53	83 93	8 50 1 37	93 80	In the shop, being remodeled and rebuilt.	
Antelope.	Oct., 1852	4 5 6				5476		5476	6112 31	425 43	80 63	111 62	7 80 1 47	120 89	In good order; been thoroughly remodeled & rebuilt.	
M. W. Baldwin.	Sept., 1850	4 4 6	59700 34400			83	15206	15286	1222 13	934 38	256 21	600 6	6 11 67	15 75	In the shop, receiving fire box.	
Armstrong.	Dec., 1850	4 5 0	38675 22875			9624	309	9953	1119 32	1387 60	181 35	11 27 14	0 71 1 82	27 16	In good order, will soon need new tyres.	
Allegheny.	July, 1850	4 4 6	43275 22825			400	22402	22802	599 55	2500 33	401 07	2 63 10	96 1 76	15 33	In good order.	
Butler.	Jan., 1853	4 5 0	38675 22875			14160	666	14816	1241 83	1281 77	241 41	8 38 8	65 1 63	18 66	Do	
Blair.	Sept., 1849	4 6 0	40175 21000				3705	3705	92 19	390 73	255 58	2 50 10	55 1 50	14 55	In running order.	
Bucks.	Sept., 1853	4 4 6	59700 34400			348	17038	17406	1850 26	1034 81	294 35	10 63 5	94 1 69	18 28	In good order; had new driving wheels and tyres.	
Blazing Star.	June, 1854	4 5 6				31120	484	31604	1957 30	2299 21	235 32	6 20 7	27 93	14 40	Do	
Belle.	Dec., 1854	4 6 0				20327	168	20495	3464 50	1724 80	214 60	16 90 8	41 1 92	26 36	Do	
Beaver.	Sept., 1850	8 3 8	43350 43350				4313	4313	1220 71	607 37	83 01	28 30 14	08 1 95	44 30	Do	
M. W. Baldwin & Co.	Jan., 1850	4 4 6	40825 23820			806	15669	16665	1803 43	1739 72	179 58	10 89 10	50 1 09	22 48	In the shop, fire box repaired, and new driving wheels.	
R. Norris & Bro.,	July, 1850	4 4 6	45275 23825			3820	9379	13199	1906 26	1176 67	222 35	11 41 8	91 1 68	22 00	In good order, been thoroughly repaired.	
M. W. Baldwin.	Sept., 1850	4 4 6	45900 26200			112	19528	19640	1710 58	1988 00	261 55	8 71 10	121 33	20 16	In the shop for general repairs and new cast driving wheels.	
Clinton.	Sept., 1850	4 4 6	45900 26200			274	18132	18406	1297 80	2929 89	273 24	6 56 11	28 1 48	19 32	In good order, had new wrought tyres.	
Columbia.	Sept., 1850	4 4 6	45900 26200			498	18374	18872	1371 38	2921 83	367 11	8 33 10	71 1 95	20 09	In good order.	
Centre.	Dec., 1850	4 4 6	45900 26200			498	18374	18872	1371 38	2921 83	367 11	8 33 10	71 1 95	20 09	In good order, had new wrought tyres.	
Chester.	Oct., 1853	4 4 6	59700 34400			359	19846	20205	1214 99	1414 85	330 73	6 01 7	00 1 64	14 65	In running order, needs new tyres.	
Carbon.	Oct., 1853	4 4 6	59700 34400			35461	11044	16044	1270 27	1014 16	226 29	7 92 6	32 1 41	15 63	In good order, had new wrought tyres; soon need new fire box.	
Chamois.	June, 1854	4 5 6				35461	280	35741	1137 37	3003 77	396 71	3 18 8	40 1 11	12 69	In the shop for new driving wheels.	
M. W. Baldwin & Co.	Oct., 1853	4 4 6	59700 34400				20108	20108	1218 87	1561 33	400 93	6 06 7	70 2 00	15 76	In good order, soon need new tyres.	
Delaware.	Oct., 1853	4 4 6	59700 34400				20108	20108	1218 87	1561 33	400 93	6 06 7	70 2 00	15 76	In good order, soon need new tyres.	
Eagle.	April, 1853	4 5 6				29910	711	29921	951 62	2447 39	481 13	3 21 8	26 1 62	13 09	Do	
Erle.	Oct., 1850	4 4 6	44800 25400			49	20309	20358	1160 96	2118 49	383 70	5 70 10	41 1 89	18 00	In good order, thoroughly repaired.	
Franklin.	Oct., 1850	4 4 6	44800 25400			223	13083	13316	1248 19	1219 31	180 82	9 37 9	16 1 36	19 89	In the shop for new fire box and boiler repairs.	
Elk.	Oct., 1850	4 4 6	44800 25400			223	13083	13316	1248 19	1219 31	180 82	9 37 9	16 1 36	19 89	In the shop for new fire box and boiler repairs.	
Franklin.	Oct., 1849	4 4 6	30650 16730			14433	1000 27	14433	1000 27	1458 71	141 07	6 93 10	11 98	18 02	In good order, had new cast driving wheels.	
Fulton.	Nov., 1853	4 4 6	59700 34400			492	14828	15320	1394 73	950 41	223 04	10 41 6	6 20 1 46	18 07	In the shop, for fire box repairs, soon need new tyres.	
Forest.	Oct., 1853	4 4 6	59700 34400			48	15664	15712	1828 08	1056 72	232 06	11 64 6	6 73 1 48	19 89	In good order, had new fire box and tyres.	
Fayette.	Feb., 1852	4 4 6	46400 27640			10	21870	21880	842 72	2072 09	308 59	3 85 9	47 1 41	14 73	In good order.	

Flirt, . . .	M. W. Baldwin,	Jan., 1855,	46 0	.....	36334	210	35544	2704 00	3449 49	381 82	7 40	8 23 1	05	16 08	In good order, had new driving wheels and tyres.
Greene, . . .	M. W. Baldwin & Co.	Mar., 1852,	44 6	10400 27640	322	24120	2442	527 41	2552 26	385 84	2 16	10 85 1	58	16 59	In good order.
Gazelle, . . .	M. W. Baldwin,	July, 1854,	45 6	.....	26634	416	27050	2205 75	1896 13	282 31	8 16	7 01 4	10	16 21	In good order, had new centres.
Huntingdon, . . .	"	Nov., 1849,	44 6	45275 23825	77	13309	13386	547 68	1209 14	178 02	6 33	9 03 1	34	16 70	In good order.
Junata, . . .	"	Nov., 1849,	44 6	45275 23825	201	19871	20072	1403 54	1351 47	276 00	7 00	9 72 1	38	18 10	Do.
Lycoming, . . .	M. W. Baldwin & Co.	Mar., 1852,	44 6	46400 27610	.....	19700	13760	1029 75	2167 79	335 74	5 21	10 71 1	70	17 62	Needs new tyres; otherwise in good order.
Leligh, . . .	"	Feb., 1856,	44 6	59700 34400	.....	20468	21468	550 72	1285 15	321 73	2 68	6 28 1	57	10 54	In good order.
Luzerne, . . .	"	Feb., 1856,	44 6	59700 34400	.....	20561	20561	412 87	1236 10	291 91	2 08	6 01 1	42	9 51	Needs slight repairs.
Mifflin, . . .	"	Sept., 1849,	45 6	.....	10351	184	10535	780 16	1120 18	206 55	7 41	10 63 1	06	20 00	In good order.
McKean, . . .	M. W. Baldwin & Co.	Jan., 1854,	44 6	59700 34400	.....	15314	15314	2650 00	1054 64	241 99	17 31	6 88 1	58	25 77	In good order, had new fire box.
Montour, . . .	"	April, 1854,	44 6	59700 34400	98	20682	20780	1229 14	1164 65	234 76	5 92	5 60 1	13	12 65	In good order; will soon need new tyres.
Monroe, . . .	"	April, 1854,	44 6	59700 34400	274	20658	20332	1290 30	1467 67	395 33	6 21	7 01 1	89	13 11	In the shop for boiler repairs; had new tyres.
Montgomery, . . .	"	April, 1854,	44 6	59700 34400	1804	12416	14280	1591 49	876 02	209 27	11 14	6 13 1	45	18 72	In good order.
Northampton, . . .	M. W. Baldwin,	April, 1854,	44 6	59700 34400	58	11846	11904	1916 56	722 59	214 95	16 10	6 07 1	81	23 98	In good order, had new fire box.
Pike, . . .	"	April, 1852,	45 0	47400 28600	22284	1643	23927	305 18	2046 87	261 92	1 27	8 56 1	10	12 73	In the shop receiving new tyres, back sheet of fire box, and general repairs.
Potter, . . .	M. W. Baldwin & Co.	May, 1854,	44 6	59700 34400	.....	22597	22597	1152 35	1398 84	325 58	5 10	6 16 1	44	12 73	In the shop for general repairs.
Perry, . . .	"	April, 1854,	44 6	59700 34400	.....	15326	15326	1742 61	1051 92	263 80	11 37	6 86 1	72	19 95	In good order, had new fire sheet and fire box patched.
Susquehanna, . . .	M. W. Baldwin,	Feb., 1852,	45 0	38675 22875	11828	614	12142	1311 90	936 15	206 47	10 54	7 53 1	66	19 73	In the shop for general repairs.
Somerset, . . .	"	Jan., 1852,	45 0	17400 28600	7320	.....	7320	2101 42	654 25	107 14	28 07	9 06 1	35	11 91	Needs thorough repairs.
Sullivan, . . .	"	Aug., 1854,	44 6	59700 34400	242	20424	20666	1053 19	1128 31	279 42	5 10	5 46 1	17	7 80	In running order, needs slight repairs.
Snyder, . . .	"	Mar., 1856,	44 6	59700 34400	39	20196	20235	202 10	1158 21	237 09	1 00	5 72 1	17	7 80	In running order, needs slight repairs.
Toga, . . .	"	Aug., 1856,	44 6	59700 34400	137	23335	23482	581 44	1695 28	437 99	3 75	7 76 1	49	16 63	In good order.
True American, . . .	M. W. Baldwin,	Sept., 1853,	45 6	.....	18646	900	10846	1442 45	1316 18	292 26	7 38	7 76 1	45	10 81	Do.
Tionesta, . . .	M. W. Baldwin & Co.	Feb., 1856,	44 6	59700 34400	48	19150	19198	573 54	1221 79	278 99	14 90	7 71 1	34	23 95	In the shop receiving new fire box.
Union, . . .	"	June, 1852,	45 0	47400 28600	12514	144	12658	1886 18	976 69	169 41	3 00	6 36 1	45	10 81	In running order.
Venango, . . .	"	Oct., 1850,	44 6	15900 26200	.....	22383	22383	578 78	2086 59	330 10	2 59	9 32 1	47	13 38	In running order, (old) ballast train.)
Washington, . . .	"	Oct., 1849,	63 10	34675 34675	.....	8797	8797	456 59	1239 01	99 61	5 10	14 08 1	13	20 40	In running order.
Wyoming, . . .	"	Nov., 1850,	45 0	38675 22875	8125	4742	12867	1831 37	1254 26	184 88	14 23	9 75 1	44	25 42	Running; soon need new tyres.
West Wind, . . .	M. W. Baldwin & Co.	Sept., 1854,	45 6	.....	28902	2618 20	2044 19	350 69	9 06	7 08 1	21	17 35	10	17 35	In good order, had new driving wheels and tyres.
Warren, . . .	"	Nov., 1854,	44 6	59700 34400	434	21968	22402	668 65	1545 42	408 44	2 98	6 90 1	82	11 70	In the shop for general repairs.
Wayne, . . .	"	Nov., 1854,	44 6	59700 34400	386	16848	17234	1726 93	1114 81	225 09	10 02	6 47 1	31	17 80	In good order, had new fire box; soon need new tyres.
Westmoreland, . . .	M. W. Baldwin,	Sept., 1850	83 8	50975 50975	.....	12756	12756	989 67	400 95	99 10	7 76	3 14	78	11 68	In running order, (Vard Engine.)
TOTALS,					347553	71496	1061740	57265	878581	251533	31				

AVERAGE COST PER 100 MILES RUN.

Passenger Engine—Repairs,.....	\$11 36	Freight Engines—Repairs,.....	\$6 75
Fuel,.....	8 16	Fuel,.....	8 09
Stores,.....	1 28	Stores,.....	1 53
	\$20 80		\$16 37

BENJ. F. CUSTER,
Chief Clerk, Motive Power Department.

ANNUAL REPORT, 1856.

STATEMENT No. 7.

Mileage and Expenses of Engines—Western Division.

ENGINES.	BUILDERS.	Placed on Road.	Number of Drivers.	Size of Drivers. ft. in.	Weight.	Weight on Drivers.	Miles Run with Passenger Trains.	Miles Run with Freight Trains.	Total Miles Run.	Cost of Repairs.	Cost of Fuel.	Cost of Stores.	Cost per 100 Miles run of				REMARKS.
													Repairs.	Fuel.	Tallow & Waste.	TOTAL.	
Alligrippus,	R. Norris & Son,	Mar., 1854	63	8 55	6000	42800	.....	13991	13991	1056 84	1045 12	250 37	7 55	7 47	1 79	16 81	In the shop, receiving new tyres and general repairs.
Altoona,	Smith & Perkins,	Dec., 1852	63	8 54	6200	41800	.....	22088	22208	1365 41	1266 43	458 07	2 63	5 70	2 06	10 39	In good order, had new tyres and general repairs.
Aughwick,	M. W. Baldwin & Co.	Dec., 1852	64	6 10	1000	42200	120	22088	22208	583 98	1266 43	458 07	2 63	5 70	2 06	10 39	In the shop, for slight repairs.
Bradford,	M. W. Baldwin,	Jan., 1852	64	6 45	9000	26200	3792	6748	10540	1809 07	1313 64	177 72	17	10 12	461 69	31 31	In tolerable order.
Berks,	"	Nov., 1852	63	8 64	5000	40100	50	18006	18146	1001 28	989 57	332 90	5 52	5 45	1 83	12 80	In the shop, for new fire box.
Blairsville,	Smith & Perkins,	Dec., 1853	63	8 58	5000	44000	53	15790	15843	1089 64	988 58	322 92	10 64	6 24	2 12	18 94	In good order, had new tyres and crown sheet.
Bolivar,	"	Jan., 1854	63	8 58	5000	44000	117	14988	15105	1137 28	888 31	275 92	7 53	5 88	1 83	15 24	In tolerable order, had new crown sheet.
Bald Eagle,	R. Norris & Son,	Oct., 1853	45	6 48	1000	33000	30294	399	30693	2031 82	2424 01	273 74	6 62	7 90	0 76	15 28	In good order, had new driving wheels and tyres.
Black Log,	"	Jan., 1854	44	6 44	1000	34300	835	14917	15752	1709 80	2182 90	209 29	10 85	13 86	1 33	26 04	In good order, had new tyres.
Black Oak,	M. W. Baldwin & Co.	May, 1854	64	6 40	1000	42200	41	18798	18839	919 13	1180 50	389 72	4 88	6 27	1 97	13 12	In tolerable order; soon need fire box and driving wheels.
Blue Ridge,	"	Jan., 1856	64	6 10	1000	42200	.....	17566	17566	417 00	428 35	226 84	2 37	2 44	1 29	6 10	In the shop, for slight repairs.
Bedford,	M. W. Baldwin,	Mar., 1854	83	8	.....	.....	.....	9602	9602	945 32	761 27	230 14	9 78	7 88	2 38	20 04	In good order, had new driving wheels.
Crawford,	"	June, 1851	44	6 45	9000	26200	15505	7085	22590	936 72	2255 68	296 32	4 15	10 00	1 31	15 46	In running order.
Clearfield,	"	June, 1851	44	6 45	9000	26200	27078	122	27200	702 83	2373 98	232 22	2 58	8 73	0 93	12 24	Do soon need new cast driving wheels.
Crab Tree,	R. Norris & Son,	Aug., 1853	45	6 45	1000	33000	5002	1702	6704	2628 49	203 71	133 70	39	21	10 50	20 00	In good order, had new driving wheels and tyres.
Clay,	William Norris,	Oct., 1849	24	2 35	3500	14000	672	6832	7504	258 14	684 56	84 04	3 57	8 86	1 12	13 55	In the shop, had new driving wheels and tyres.
Conemaugh,	R. Norris & Son,	May, 1853	46	6 58	5000	35500	37630	216	37846	1187 43	3115 30	472 58	3 14	8 13	2 25	12 62	In good order.
Chestnut Ridge	"	Feb., 1854	44	6 54	1000	34300	4622	8976	13598	1340 11	1621 94	233 28	8 80	11 93	1 72	23 51	Do had new tyres.
Cresson,	Smith & Perkins,	April, 1856	6	6	6000	44100	.....	3590	3590	63 22	197 68	53 17	1 76	5 50	1 48	8 74	Do (new).
Cumberland,	M. W. Baldwin,	Dec., 1852	63	8 59	6000	48200	45	8904	8949	1079 42	665 06	219 63	12 06	7 43	2 45	21 94	Do had new fire box and driving wheels.
Cyclops,	Ross Winans,	Feb., 1853	83	8	.....	.....	36	13266	13302	2903 86	993 95	302 20	21 83	7 47	2 27	31 57	Do
Corn Planter,	"	Jan., 1856	83	8	.....	.....	.....	17022	17022	942 38	1345 02	469 61	5 54	7 90	1 76	16 20	Do
Dauphin,	M. W. Baldwin,	Aug., 1852	63	8 64	5000	40100	53	15631	15664	1404 93	967 69	286 72	9 00	6 18	1 83	17 01	In tolerable order, boiler shell needs repairs.
Greensburg,	Smith & Perkins,	Nov., 1853	63	8 58	5000	44600	.....	10973	10973	770 66	682 20	229 03	7 02	6 22	0 09	15 33	Has had new fire box, needs new tyres and two new drivers.
Gallitzin,	"	April, 1856	6	6	6000	44100	.....	6496	6496	174 71	414 05	117 83	3 20	6 83	1 81	11 34	In good order, (new).
Hesley,	William Norris,	Oct., 1851	44	2 26	3500	15600	2676	1171	3847	42 22	528 77	70 72	1 10	13 74	1 84	16 68	In running order, (old).
Indiana,	M. W. Baldwin,	Jan., 1850	25	0	.....	.....	.....	11906	11906	167 57	1193 63	141 13	1 41	10 63	1 19	12 63	Do
Iron City,	"	Mar., 1854	83	8	.....	.....	.....	7002	7002	2268 89	619 51	173 90	32 40	8 85	2 48	43 73	In good order, had new fire sheet.
Jefferson,	"	Jan., 1853	63	8 59	6000	48200	.....	8624	8624	513 50	434 42	162 56	5 95	5 27	1 89	13 11	In the shop, for new fire box.
Johnstown,	Smith & Perkins,	Dec., 1853	63	8 55	9000	44600	153	16478	16631	1786 66	1162 29	345 69	10 75	7 00	2 08	19 83	In good order, had new tyres and crown sheet.
Kittanning,	R. Norris & Son,	May, 1853	46	6 55	5000	35500	29392	2148	29640	1781 39	2670 32	304 85	6 01	9 01	1 21	16 25	In tolerable order, needs slight repairs.
Kittittany,	"	Feb., 1854	63	8 56	6000	43800	.....	11324	11324	443 11	932 14	200 64	3 91	8 23	1 77	13 91	Needs new tyres and general repairs.
Kishicoquillas	"	Sept., 1853	45	6 48	1000	33000	15212	223	15435	1010 26	1457 60	189 27	12 37	9 41	2 23	23 04	In good order, had new tyres.
Kiskiminitas,	"	May, 1853	45	6 57	1000	34300	11254	1314	12548	1655 21	1549 59	223 11	13 19	12 35	1 71	27 31	In the shop, under repairs.
Ligonier,	Smith & Perkins,	April, 1854	63	8 58	5000	44600	.....	7862	7862	1041 71	536 10	135 13	13 25	6 82	1 72	21 79	Running, needs new tyres and two new driving wheels.
Lebanon,	M. W. Baldwin,	Oct., 1852	63	8 64	5000	46100	.....	5400	5400	1041 59	75 74	19 29	4 43	1 40	25 12	12 12	In the shop, for slight repairs to boiler.

ANNUAL REPORT, 1856.

STATEMENT No. 8.

Abstract of Passengers Carried, and Miles Traveled, during 1856.

1856.	HARRISBURG AND LANCASTER RAILROAD.										COLUMBIA BRANCH RAILROAD.										PENNSYLVANIA RAILROAD.									
	WESTWARD.					EASTWARD.					WESTWARD.					EASTWARD.					WESTWARD.					EASTWARD.				
	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.	Individual Passengers.	Miles Traveled.	Average Distance.	Equivalent Through Passengers.		
January,	4225	115308	27.3	3203	4264	111274	26.1	3172	1078	11529	10.7	606	1300	15638	12.0	823	17230	867408	50.3	3416	17309	876858	50.4	3535						
February, ...	4008	114903	28.6	3189	4215	114273	27.1	3170	899	10414	11.6	548	1104	14341	13.0	755	16188	880612	54.4	3551	15487	889082	57.4	3585						
March,	8574	260175	30.3	7228	6929	192049	27.7	5334	1468	18864	12.5	966	1750	22591	12.9	1189	23522	2083974	81.6	8403	21154	1385041	65.5	5585						
April,	12003	302731	25.2	8409	7176	204146	28.4	5670	4846	66202	13.7	3485	1911	22719	11.8	1165	30417	2523318	82.9	10134	21768	1365128	62.7	5504						
May,	11185	272469	24.4	7568	8098	201491	24.9	5597	4816	57548	11.9	3028	2501	25472	10.2	1340	31700	2193016	69.0	8842	26238	1536387	58.5	6195						
June,	6531	190268	29.1	5285	6517	189119	29.0	5253	1226	10894	8.9	573	1339	13860	10.4	730	26175	1421773	54.3	5733	26572	1563150	58.8	6303						
July,	6669	188512	28.3	5236	6607	183494	27.7	5097	1376	12183	8.8	641	1372	14430	10.5	759	34472	1375562	39.1	5542	35067	1498813	42.7	6040						
August,	7488	214298	28.6	5952	7307	205150	28.1	5698	1382	11697	8.5	616	1432	15023	10.5	791	30068	1780103	49.3	7177	34823	1591122	45.8	6428						
September, ..	9016	274968	30.5	7638	8727	254802	29.2	7078	1195	10876	9.1	570	1385	14991	10.8	789	33062	1993662	60.3	8039	33655	1816695	53.6	7325						
October,	9305	282326	30.3	7843	8334	238231	28.6	6617	1358	11172	8.2	557	1634	20895	12.8	1099	34413	2216470	64.4	8937	32393	1834857	53.2	7398						
November, ...	6529	186637	28.6	5184	6109	160015	26.2	4443	1122	10181	9.1	536	1513	18731	12.4	986	25620	1460215	56.9	5888	24486	1281226	52.3	5166						
December, ...	5759	159974	27.7	4443	6202	170915	27.5	4748	1237	11034	8.9	583	1629	19808	12.1	1042	25828	1182921	45.7	4766	25660	1280008	49.8	5161						
Totals,	91292	2562479	28.2	71178	80485	2224959	27.5	61877	22003	242144	10.2	12739	18870	218499	11.6	11498	336755	19978134	59.0	80428	314893	16921367	54.2	68222						

LEWIS L. HOUPPT, General Ticket Agent.

ANNUAL REPORT, 1856.

STATEMENT No. 9.

Statement of Monthly Passenger Receipts from each Station, Pennsylvania Railroad and Foreign Roads, during 1856.

STATION S.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.	TOTALS.
New York	1147 81	1733 70	4772 16	3670 12	3696 93	1905 74	2084 66	3876 16	5238 85	3900 91	2465 29	2205 42	36757 77
Baltimore	1286 40	1325 57	2471 18	3545 13	3037 43	2081 40	1866 66	2446 41	3291 13	2584 74	1648 74	1319 45	26924 24
Philadelphia	13546 80	14936 40	39871 47	43509 96	35779 25	24920 78	22072 78	28564 80	40530 71	40741 65	29285 43	21231 96	348991 99
Hestonville .....	.....	.....	.....	.....	.....	.....	.....	3 00	1 25	.....	2 20	60	4 05
Libertyville .....	.....	.....	.....	.....	.....	.....	.....	2 50	.....	4 00	2 40	80	12 70
Athensville .....	.....	.....	.....	.....	.....	.....	.....	6 75	4 60	5 90	4 20	4 80	26 25
White Hall .....	.....	.....	.....	.....	.....	.....	.....	56 10	104 95	70 55	52 80	63 15	347 55
Villa Nova .....	.....	.....	.....	.....	.....	.....	.....	35	1 60	.....	.....	90	2 85
Morgan's Corner .....	.....	.....	.....	.....	.....	.....	.....	36 75	79 35	49 80	50 00	57 50	273 40
Eagles .....	.....	.....	.....	.....	.....	.....	.....	43 25	41 30	39 20	49 75	42 90	216 40
Paoli .....	.....	.....	.....	.....	.....	.....	.....	117 35	179 15	181 40	165 20	184 80	827 90
Steam Boat .....	.....	.....	.....	.....	.....	.....	.....	88 75	181 70	151 70	122 30	110 85	655 48
Oakland .....	.....	.....	.....	.....	.....	.....	.....	112 90	176 05	146 00	122 60	115 45	673 00
Int. Ches. Valley .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Downingtown .....	.....	.....	.....	.....	.....	.....	.....	182 40	377 55	290 50	284 30	291 10	1425 85
Gallagherville .....	.....	.....	.....	.....	.....	.....	.....	42 50	70 45	65 55	55 97	78 00	312 47
Cah .....	.....	.....	.....	.....	.....	.....	.....	5 90	12 15	16 60	20 80	12 85	68 30
Midway .....	.....	.....	.....	.....	.....	.....	.....	236 15	415 22	353 55	325 40	328 10	1658 42
Chandler's .....	.....	.....	.....	.....	.....	.....	.....	19 25	29 80	48 55	39 25	25 70	162 55
Parkburg .....	.....	.....	.....	.....	.....	.....	.....	184 55	382 45	323 37	299 95	355 55	1545 87
Penningtonville .....	.....	.....	.....	.....	.....	.....	.....	134 48	290 90	242 25	244 70	354 15	1236 48
Christiana .....	.....	.....	.....	.....	.....	.....	.....	110 65	210 15	204 60	155 25	208 35	889 00
Gap .....	.....	.....	.....	.....	.....	.....	.....	102 75	200 15	197 40	150 45	175 75	826 53
Kinzer's .....	.....	.....	.....	.....	.....	.....	.....	37 65	81 90	66 00	42 15	64 00	292 30
Lemon Place .....	.....	.....	.....	.....	.....	.....	.....	105 52	261 25	223 75	179 85	209 20	979 57
Gordonville .....	.....	.....	.....	.....	.....	.....	.....	18 20	31 85	30 20	31 65	35 70	147 60
Bird-in-Hand .....	.....	.....	.....	.....	.....	.....	.....	90 10	142 00	146 75	102 00	115 55	597 00
Lancaster	4194 05	3671 20	5447 08	6543 09	6557 94	5739 58	6450 80	5116 15	5730 33	7773 87	4943 70	4507 15	66655 54
Robertstown .....	.....	.....	.....	.....	.....	.....	.....	8 60	17 60	25 00	9 00	11 30	72 10
Mountville .....	.....	.....	.....	.....	.....	.....	.....	15 50	37 70	49 95	51 10	49 25	203 50
Columbia .....	.....	.....	.....	.....	.....	.....	.....	1296 78	2112 60	2396 47	1825 82	1852 60	14484 57
Chiques	378 45	312 75	498 50	1852 35	1154 35	383 30	431 20	16 60	12 60	13 55	12 20	26 60	181 25
Marietta	12 30	9 80	13 40	11 50	17 70	14 55	20 45	165 30	122 90	134 00	123 70	112 60	6360 25
Shock's Mills	110 40	78 30	154 15	2556 15	2496 45	164 65	141 65	15 05	19 40	18 05	12 85	23 30	219 55
Baunbridge	10 20	8 15	19 95	34 85	24 60	15 85	17 30	45 85	47 60	45 40	43 90	55 80	690 40
Collins	42 90	24 90	53 25	114 70	121 45	46 90	47 75	15 10	9 25	12 80	9 50	25 10	190 00
Falmouth	17 00	7 10	17 15	19 65	23 15	19 05	15 15	9 15	5 45	10 00	3 50	11 25	92 00
Buck Lock	9 70	3 70	6 35	8 60	14 05	2 50	7 75	3 40	7 60	5 35	4 70	5 65	60 80
Landville	4 40	4 50	4 25	5 00	9 50	2 50	3 95	.....	.....	.....	.....	.....	.....
Mount Joy	12 40	13 45	20 40	12 80	24 75	28 25	20 10	33 10	14 35	15 70	10 35	6 35	212 10
Elizabethtown	139 95	125 33	190 85	181 00	212 43	161 65	214 42	234 75	266 45	205 25	221 40	220 13	2373 61
Middletown	73 12	76 55	123 77	132 00	124 97	107 40	114 10	147 62	140 85	136 25	139 75	120 92	1436 70
Higbshire	231 00	167 60	284 60	486 07	741 95	348 65	383 00	387 50	409 10	410 65	377 20	398 20	4625 52
Harrisburg	21 70	21 95	25 30	96 65	115 25	36 10	35 05	45 30	41 30	21 40	25 75	34 00	519 75
Rockville	7258 49	6257 82	11546 84	17070 80	16937 53	9988 67	9540 91	13791 14	15973 81	10267 95	15973 81	9152 75	140311 07
Covington	133 30	144 90	380 62	720 25	423 85	225 05	245 15	340 62	416 85	390 85	319 15	386 47	4187 02
Duncannon	211 98	233 13	308 52	367 40	294 95	254 13	508 43	472 55	489 13	296 20	208 65	303 10	4038 17
Aqueduct	74 82	69 87	94 95	268 30	761 52	446 57	536 72	547 80	490 80	577 35	479 13	97 75	4445 58
Bally's	4 50	8 70	13 00	10 60	11 20	7 30	19 15	8 70	18 05	11 35	15 70	16 95	145 20
Newport	267 98	280 93	494 10	630 60	497 53	343 73	332 08	438 62	438 70	555 37	424 55	455 15	5139 34
Millertown	275 55	228 85	337 17	661 45	387 40	268 70	307 62	371 43	370 53	515 75	342 30	509 10	4585 85
Thompsonstown	21 45	25 35	25 30	34 50	25 95	25 80	27 80	26 90	30 15	31 20	36 85	35 50	346 75
Mexico	10 70	16 55	17 10	14 75	18 65	20 30	21 15	11 85	20 00	20 20	17 85	27 38	216 48
Perryville	145 57	147 15	326 75	370 65	317 67	183 05	234 15	206 22	327 82	420 30	209 43	305 90	3194 56
Mifflin	404 15	363 75	745 43	1120 20	690 40	494 20	580 45	683 30	903 55	921 95	551 57	667 22	8076 17
Levistown	1199 33	1060 65	1757 63	2336 80	2153 03	1658 15	1606 55	1832 30	2437 75	2568 00	1770 80	1798 33	22179 62
Anderson's	6 45	6 35	3 10	10 00	9 70	17 50	28 30	23 85	22 78	22 60	20 45	19 70	196 78
McVegetown	258 27	175 60	305 05	417 85	324 22	365 53	401 83	389 50	452 27	398 08	356 12	312 92	4157 84
Manayunk	10 95	23 80	18 90	9 55	15 75	12 05	9 90	12 30	7 10	14 30	10 65	15 65	160 90
Newton Hamilton	120 20	113 52	118 83	250 37	111 88	105 77	144 02	181 40	153 60	185 25	182 82	137 48	1805 14
Mount Union	263 70	192 63	389 13	940 05	453 25	344 90	260 70	417 50	459 90	703 50	455 60	435 07	5315 93
Mapleton	19 53	23 57	36 75	27 75	27 37	34 85	12 50	19 55	29 65	29 65	44 95	37 45	330 97
Mill Creek	93 85	58 50	144 75	132 00	134 05	108 17	112 33	153 25	163 90	178 85	92 15	166 45	1538 28
Huntingdon	798 80	755 60	1154 37	1342 43	1182 18	1069 63	1382 97	1725 35	1587 63	1738 43	1187 95	1178 30	13775 65
Petersburg	204 40	141 00	279 30	284 07	280 25	153 02	239 38	252 27	225 32	344 53	213 63	244 23	15214 89
Barre	18 20	15 60	33 25	26 70	25 80	138 00	33 50	29 15	27 30	38 65	29 97	36 60	2881 40
Sprou Creek	377 85	230 33	579 68	791 98	536 07	551 83	548 10	726 65	691 35	951 57	470 83	461 80	352 72
Union Furnace .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6918 04
Birmingham	73 35	39 57	77 90	105 42	64 15	100 00	81 13	37 50	11 50	23 15	16 60	16 20	183 97
Tyrone	607 92	522 10	914 50	1226 60	1300 20	1274 95	1206 05	1166 45	1392 22	738 43	1187 95	72 22	957 72
Tipton's	31 10	78 45	78 25	88 75	88 20	80 65	56 00	213 10	68 45	103 80	101 25	76 55	1094 55
Fosteria	32 95	16 00	31 55	66 70	75 70	51 00	73 80	83 45	72 65	67 70	51 15	61 18	683 83
Bell's Mills	63 35	78 60	94 25	74 65	72 00	89 00	93 95	142 67	114 83	100 50	89 95	77 62	1090 77
Altoona	1482 95	1565 00	2315 44	2426 14	2610 73	2319 27	3147 19	3334 93	2864 64	3230 20	2443 05	2150 53	29889 87
Duncansville	89 55	84 35	123 15	205 12	126 10	105 50	124 97	179 40	168 75	187 02	127 10	140 55	1661 56
Elldorado .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	51 70
Holidaysburg	847 95	807 20	1007 70	1533 05	1309 32	1141 55	1469 55	1776 55	1813 71	1774 20	1366 20	1279 15	16116 19
Kittanning Point	2 85	2 85	5 50	3 80	1 95	2 75	3 90	5 00	2 85	2 90	2 15	2 10	39 20
Gallitzin	206 15	143 65	180 95	251 25	239 08	221 80	238 55	237 72	243 60	279 55	293 65	261 62	2837 57
Cresson's	310 40	173 93	313 58	235 10	344 92	257 40	787 57	779 55	435 42	372 33	198 83	239 00	4453 83
Lilly's	49 75	30 85	41 55	40 95	21 70	17 40	28 75	28 65	33 05	30 55	27 85	34 80	385 85
Portage	21 75	8 40	14 20	11 05	15 45	25 65	22 90	16 70	12 90	11 25	16 85	17 15	194 25
Wilmore	302 10	192 10	389 40	340 20	445 80	508 55	609 00	585 00	771 72	722 57	505 30	646 48	6018 22
Summerhill	36 70	37 05	50 15	51 05	27 68	24 85	36 20	36 30	58 75	47 80	54 70	72 80	583 53
Viaduct	4 70	9 20	12 95	4 05	6 10	5 10	6 00	10 05	11 95	13 65	11 35	16 30	111 40
Conemaugh	25 60	16 00	31 00	18 25	39 05	24 58	38 50	44 70	37 40	31 25	30 75	23 95	361 03
Johnstown	1076 68	974 85	1539 22	1938 23	1756 75	1577 42	1973 45	2034 30	2676 65	2834 00	1646 17	2017 02	22044 64
Conemaugh Fur	32												

Lockport	35 35	24 30	41 10	50 75	46 40	32 00	108 77	184 27	237 30	338 22	254 27	265 35	1849 39
Bolivar	63 88	57 78	76 18	85 90	122 25	122 25	108 77	184 27	237 30	338 22	254 27	265 35	1849 39
Blairsville Int.	933 32	693 92	1090 85	1563 85	1292 30	1094 12	1356 50	1353 65	1502 73	1582 22	1015 05	1168 40	14666 91
Blairsville								6 05	3 05	3 55	4 15	33 25	
Mayer's Siding								10 65	16 70	14 25	11 50	10 80	78 40
Black Lick								23 60	16 20	10 95	7 80	12 75	97 30
Rough S.								18 95	31 80	29 15	20 10	25 55	171 35
Homert								17 90	6 95	6 60	4 00	6 05	50 65
Read's								839 63	1220 97	1398 95	809 18	931 78	7091 16
Indiana								81 35	90 60	69 00	61 60	54 25	735 50
Hillsdo								70 40	105 33	111 32	64 75	63 85	795 26
Derry								52 80	89 60	79 95	32 25	30 30	491 32
St. Clair								58 55	89 60	92 80	60 45	58 80	807 4 29
La Roche								77 60	70 20	52 70	48 60	44 50	563 55
Beatty's								34 55	46 25	22 85	26 30	19 65	293 75
George's								1294 55	1972 07	1045 00	1202 63	1121 35	15124 72
Greensburg								24 40	16 30	5 10	4 40	5 70	91 40
Radebaugh's								31 60	75 30	31 60	25 80	33 45	349 25
Grapeville								113 75	113 75	81 20	92 12	1097 45	
Manor								1126 65	1126 65	536 80	383 33	6915 75	
Irvin's								166 15	166 15	118 30	130 52	1275 72	
Larimer's								99 95	99 95	65 25	73 58	878 00	
Stewart's								109 45	109 45	62 25	61 60	689 75	
Turtle Creek								487 80	487 80	112 10	116 75	110 80	1385 00
Brinton's								157 10	157 10	51 45	43 65	85 85	2225 76
Bradock's								209 63	209 63	144 80	180 30	96 80	4278 00
Swissvale								302 95	302 95	302 95	336 30	144 90	
Wilkinsburg								76 50	76 50	29 70	141 26	32	216346 91
Honewood								27 61	27 61	151 50	73	84 00	
Liberty								281 72	281 72	219 77	1357 31	132 65	
Hopewell								255 18	255 18	828 92	352 40	255 85	4632 65
Pittsburg								607 28	607 28	198 56	75 28	80 92	2653 24
Williamsport								168 00	168 00	128 28	112 00	2345 20	
Bedford								408 00	408 00	256 00	149 64	3085 52	
Salem								93 64	93 64	139 28	187 68	1387 68	
Alliance								263 48	263 48	187 28	64 00	64 00	
Canton								32 00	32 00	270 56	3709 04	3709 04	
Massillon								8 00	8 00	16 00	4870 32	4870 32	
Orrville								431 48	431 48	416 94	48 00	48 00	
Wooster								64 00	64 00	222 56	270 56	270 56	
Columbia								314 76	314 76	431 48	416 94	48 00	
Mansfield								64 00	64 00	32 00	290 38	290 38	
Dolphos								45 64	45 64	48 00	35 28	336 40	
Crestline								24 00	24 00	24 00	598 24	598 24	
Van Wert								45 64	45 64	45 64	199 48	199 48	
Sandusky								40 00	40 00	40 00	191 18	1503 82	
Lima								75 28	75 28	44 20	417 72	417 72	
Newark								574 05	574 05	437 50	6535 59	6535 59	
Up. Sandusky								64 00	64 00	331 30	331 30	331 30	
Fort Wayne								105 00	105 00	1248 55	1248 55	1248 55	
Columbus								45 64	45 64	5165 55	5165 55	5165 55	
Iowa City								378 69	378 69	36343 03	36343 03	36343 03	
Rockford								2328 49	2328 49	56 00	449 55	449 55	
Springfield								217 84	217 84	2250 40	2250 40	2250 40	
Dayton								360 00	360 00	24 00	24 00	24 00	
Freeport								405 70	405 70	213 59	213 59	213 59	
Cincinnati								608 00	608 00	49 64	49 64	49 64	
Evansville								40 00	40 00	40 00	240 00	240 00	
Bellefontaine								128 92	128 92	128 92	128 92	128 92	
Milwaukee								32 00	32 00	32 00	32 00	32 00	
Indianapolis								40 00	40 00	40 00	40 00	40 00	
Fulton								507 28	507 28	238 56	347 60	7002 48	
Richmond								55 70	55 70	687 70	687 70	687 70	
Footville								140 15	140 15	140 15	140 15	140 15	
Cambridge								883 76	883 76	1025 54	1025 54	1025 54	
Naples								295 74	295 74	3070 53	3070 53	3070 53	
Louisville								3112 31	3112 31	28926 91	28926 91	28926 91	
Dearbur								32 00	32 00	32 00	32 00	32 00	
La Fayette								188 40	188 40	389 48	389 48	389 48	
Terre Haute								24 92	24 92	96 00	96 00	96 00	
St. Louis								8 00	8 00	8 00	8 00	8 00	
Caro								59 28	59 28	59 28	59 28	59 28	
Burlington								27 28	27 28	64 00	64 00	64 00	
Cleveland								32 00	32 00	32 00	32 00	32 00	
Toledo								32 00	32 00	32 00	32 00	32 00	
Detroit								32 00	32 00	32 00	32 00	32 00	
Chicago								32 00	32 00	32 00	32 00	32 00	
Rock Island								32 00	32 00	32 00	32 00	32 00	
La Salle								32 00	32 00	32 00	32 00	32 00	
Peoria								32 00	32 00	32 00	32 00	32 00	
Galena								32 00	32 00	32 00	32 00	32 00	
Quincy								32 00	32 00	32 00	32 00	32 00	
Dunleith								32 00	32 00	32 00	32 00	32 00	
Bloomington								32 00	32 00	32 00	32 00	32 00	
Springfield								32 00	32 00	32 00	32 00	32 00	
Jack-sonville								32 00	32 00	32 00	32 00	32 00	
New Orleans								32 00	32 00	32 00	32 00	32 00	

ANNUAL REPORT, 1856.

STATEMENT No. 10.

Annual Statement of Number of Passengers from and to each Station, Pennsylvania Railroad, and connecting Roads, during 1856.

STATIONS.	JANUARY TO JUNE.						JULY TO DECEMBER.						GRAND TOTAL.					
	WEST.			EAST.			WEST.			EAST.			WEST.			EAST.		
	FROM	TO		FROM	TO		FROM	TO		FROM	TO		FROM	TO		FROM	TO	
		Thro'.	Local.		Thro'.	Local.		Thro'.	Local.		Thro'.	Local.		Thro'.	Local.		Thro'.	Local.
New York,	2564		2472		2626		2553		5190		2553		4702		17		5025	
Baltimore,	2372		2333		2330		12043		28149		2459		4792		1		4792	
Philadelphia,	15009	9357	11429	7559	13140	30704									122	62	23472	34637
Houstonville,						5		17	5		7				1			
Libertyville,						1		122	1		5				1			
Athensville,						12		142	94		11				12	142	94	
White Hall,						213		922	655		102				213	922	655	
Villa Nova,						3		4	3		9				3	4		
Morgan's Corner,						176		617	326		138				176	617	326	139
Eagle,						476		1298	807	76					476	1298	807	76
Paoli,						476		1298	807	5	425				476	1298	807	5
Steamboat,						532		612	5	414					532	612	5	425
Oakland,						459		958	752	1	592				459	958	752	1
Downtown,						769		2080	1231	10	944				769	2080	1231	10
Gallagherville,						281		368	317	2	299				281	368	317	2
Cain,						11		82	83		22				11	82	83	22
Milway,						1005		2006	1869	9	1155				1005	2006	1869	9
Chandler's,						84		229	228		102				84	229	228	102
Parkburg,						999		2116	1745	10	1414				999	2116	1745	10
Penningtonville,						651		1343	1462	4	957				651	1343	1462	4
Christiana,						762		994	937		922				762	994	937	922
Gap,						915		897	809	5	974				915	897	809	5
Kinzer's,						434		221	218		581				434	221	218	581
Lemon Place,						1518		900	1051	2	1569				1518	900	1051	2
Gordonville,						329		170	121		425				329	170	121	425
Bird-in-land,						837		449	537		1137				837	449	537	1137
Lancaster,	648	6393	347	5659	673	16718		9074	11058	376	15477		1321	23111	9074	11058	723	21136
Robertstown,						266		407	301		395				266	407	301	395
Mountville,						342		974	871		575				342	974	871	575
Columbia,	98	6982		6576	17	5982		9417	11601		115				9417	11601		12584
Chiques,						387		412	306		188				387	412	306	188
Marietta,	4311	3666				2908		3410	2523		876				2908	3410	2523	876
Shook's Mills,						163		261	295		174				163	261	295	174
Bainbridge,						629		702	614		319				629	702	614	319
Collins',						191		186	206		86				191	186	206	86
Falmouth,						92		71	64		104				92	71	64	104
Buck Lock,						39		35	52		56				39	35	52	56
Landisville,						182		201	130		339				182	201	130	339
Mount Joy,						1455		2063	1895	13	1371				1455	2063	1895	13
Elizabethtown,						732		2166	2563		697				732	2166	2563	697
Middletown,						2430		2030	2396		652				2430	2030	2396	652
Higginville,						55		120	73		169				55	120	73	169
Newport,						1359		1602	1602		1202				1359	1602	1602	1202
Harrisburg,	5314	18397	17384	12878	2316	17794		16441	17253	2617	18804		10046	36191	17253	33525	30131	32694
Rockville,						7219		6236	8061		268				7219	6236	8061	268
Cove,						72		93	67		72				72	93	67	72
Duncannon,						1802		2166	2563		697				1802	2166	2563	697
Aqueduct,						3323		2474	2396		652				3323	2474	2396	652
Baileys,						54		120	73		169				54	120	73	169
Newport,						1055		1246	1602		1202				1055	1246	1602	1202
Millerstown,						736		1025	1308		870				736	1025	1308	870
Thompsonstown,						292		237	175		251				292	237	175	251
Mexico,						171		179	124		301				171	179	124	301
Perryville,						113		190	124		301				113	190	124	301
Millin,						586		780	929		1236				586	780	929	1236
Lewistown,						1617		2343	2505		1954				1617	2343	2505	1954
Anderson's,						3775		4874	4600		3410				3775	4874	4600	3410
McVeytown,						88		137	104		215				88	137	104	215
Manayunk,						1323		1870	1817		1229				1323	1870	1817	1229
Newton Hamilton,						173		177	124		350				173	177	124	350
Mount Union,						63		77	88		88				63	77	88	88
Mapleton,						698		926	989		1406							

City	26005	150417	24478	150641	19483	132225	18945	132482	23518	227023	22689	225936	20472	229303	20146	223241	40525	377440	47167	376477	39055	301528	39091	355733
Mayor's Slings,																								
Black Lick,																								
Rough's,																								
Homer,																								
Reed's,																								
Indiana,																								
Hillsdale,																								
Derry,																								
St. Clair,																								
Latrobe,																								
Beatty's,																								
George's,																								
Greensburg,																								
Rutledge's,																								
Grapeville,																								
Manor,																								
Irwin's,																								
Larimer's,																								
Stewart's,																								
Turtle Creek,																								
Brinton's,																								
Braddock's,																								
Swissvale,																								
Wilkinsburg,																								
Honeewood,																								
Liberty,																								
Pittsburg,																								
Williamsport,																								
Salem,																								
Alliance,																								
Canton,																								
Massillon,																								
Orville,																								
Wooster,																								
Mansfield,																								
Crestline,																								
Sandusky,																								
Delphos,																								
Zanesville,																								
Van Wert,																								
Monroeville,																								
Lima,																								
Newark,																								
Bucyrus,																								
Forest,																								
Upper Sandusky,																								
Fort Wayne,																								
Columbus,																								
Xenia,																								
Urbana,																								
Springfield,																								
Dayton,																								
Wheeling,																								
Cincinnati,																								
Lexington,																								
Bellefontaine,																								
Indianapolis,																								
Richmond,																								
Cambridge City,																								
Louisville,																								
La Fayette,																								
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Bloomington,																								
Springfield,																								
Alton,																								
Galesburg,																								
Sandoval,																								
Mendota,																								
Milwaukee,																								
Evansville,																								
Keokuk,																								
Memphis,																								
Fulton,																								
St. Paul,																								
La Crosse,																								
Naples,																								
Jacksonville,																								
Iowa City,																								
Muscatine,																								
Quincy,																								
New Orleans,																								
Rockford,																								
Dectatur,																								
Freeport,																								

LEWIS L. HOUPY, General Ticket Agent.

ANNUAL REPORT, 1856.

CONDENSED STATEMENT, No. 11.

Showing the entire Earnings from Passengers, Mails, &c., of Pennsylvania Railroad Company, over all parts of Route.

1856.	PASSENGERS.	EMIGRANTS.	EXPRESS between Lancaster and Pittsburg.	MAILS between Philadelphia and Pittsburg.	AMOUNTS.
January, -	\$61,769 55	2,025 26	4,995 00	6,063 75	\$74,853 56
February, -	62,467 40	2,449 28	4,625 00	6,063 75	75,605 43
March, -	115,026 24	8,562 96	4,810 00	6,063 75	134,462 95
April, -	138,922 42	14,122 63	4,810 00	6,063 75	163,919 80
May, -	130,141 08	10,508 09	4,995 00	6,063 75	151,707 92
June, -	104,044 03	8,264 73	4,625 00	6,063 75	122,997 51
July, -	102,432 44	8,806 99	4,995 00	6,063 75	122,298 18
August, -	118,428 30	9,439 30	4,810 00	6,063 75	138,741 35
*September, -	143,271 56	8,923 85	4,920 40	6,063 75	163,179 56
*October, -	155,414 77	9,438 62	5,052 89	6,334 58	176,240 86
*November, -	101,895 80	7,105 02	4,625 00	6,334 58	119,960 40
*December, -	94,195 81	3,988 38	5,120 60	6,334 58	109,639 37
	1,328,010 40	93,635 11	58,383 89	73,577 49	1,553,606 89

* These months include local receipts of Columbia Railroad Line.

LEWIS L. HOUP, *General Ticket Agent.*

No. 11½.

COMPARATIVE STATEMENT

Of Total Monthly Receipts from Passengers, Emigrants, Express and Mails, over entire Route.

	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.
January,	9,638 21	35,087 06	58,698 84	57,455 35	93,356 63	98,049 24	74,853 56	
February,	9,002 68	31,228 25	76,661 22	70,668 75	88,952 05	75,586 72	75,605 43	
March,	13,653 20	73,226 39	129,832 05	111,893 26	147,703 42	134,426 52	134,462 95	
April,	27,533 37	63,893 12	130,047 32	134,131 07	140,092 42	165,912 09	163,919 80	
May,	24,511 47	55,039 68	106,645 87	116,932 22	159,663 56	153,607 55	151,707 92	
June,	19,290 00	52,387 65	84,974 52	107,816 38	121,899 07	122,650 75	122,997 51	
July,	17,817 76	51,939 98	85,150 25	111,801 59	117,797 17	113,820 57	122,298 18	
August,	20,554 57	63,027 81	91,508 64	134,841 68	135,561 26	126,932 78	138,741 35	
September,	5,998 03	30,173 84	67,373 46	105,578 57	146,453 25	135,542 99	163,179 56	
October,	12,636 87	53,052 22	74,618 22	96,547 26	140,574 30	159,011 74	176,240 86	
November,	14,255 00	48,353 72	59,223 72	75,658 93	110,853 54	129,161 51	119,960 40	
December,	9,610 37	33,204 46	55,978 19	67,477 10	104,453 25	98,447 74	109,639 37	
	42,500 27	321,785 50	683,023 54	1,108,780 57	1,347,874 64	1,527,189 56	1,553,606 89	

LEWIS L. HOUP, *General Ticket Agent.*

No. 12.
1855. EMIGRANT STATEMENT. 1856.

PHILADELPHIA. MONTH.	WAY.			WEST OF PITTSBURG.			PITTSBURG.			WAY.			PITTSBURG.			WEST OF PITTSBURG.			Totals.		
	Seats.	Baggage.		Seats.	Baggage.		Seats.	Baggage.		Seats.	Baggage.		Seats.	Baggage.		Seats.	Baggage.		Seats.	Baggage.	
January, - -	45	355	243	263	11,635	551	16,000	January, - -	16	1,180	74	1,690	79	2,675	169	5,545					
February, - -	59	645	201 1/2	217 1/2	7,676	478	10,000	February, - -	18	1,175	63 1/2	5,327	161	3,665	242 1/2	9,167					
March, - - -	47 1/2	1,640	374	713 1/2	32,607	1,135	44,088	March, - - -	16	505	276 1/2	12,946	807 1/2	36,370	1,100	50,121					
April, - - -	49 1/2	1,570	620 1/2	893 1/2	46,566	1,063 1/2	86,557	April, - - -	22	510	386	22,159	1,335 1/2	70,636	1,813 1/2	93,305					
May, - - -	47	970	972	567 1/2	34,313	1,586 1/2	115,056	May, - - -	33	510	318	9,699	649	27,552	1,000	37,761					
June, - - -	44 1/2	1,155	260	491 1/2	32,110	796	37,963	June, - - -	52	330	229 1/2	17,829	506	21,016	787 1/2	39,175					
July, - - -	46 1/2	1,400	313 1/2	441 1/2	23,120	801 1/2	29,095	July, - - -	38 1/2	620	317 1/2	9,481	621 1/2	23,002	977 1/2	33,103					
August, - - -	43 1/2	2,670	305 1/2	506 1/2	20,344	855 1/2	29,023	August, - - -	44 1/2	1,205	296	11,470	547 1/2	23,078	888	32,754					
September, -	31	710	303 1/2	438 1/2	19,615	773	24,741	September, -	41	345	367	14,948	626	23,408	1,034	38,701					
October, - -	34	.....	420	738 1/2	39,393	1,192 1/2	47,848	October, - -	34	1,150	313	7,039	491 1/2	20,973	838 1/2	29,162					
November, -	51 1/2	30	335	464 1/2	24,778	851	28,717	November, -	12	745	181 1/2	4,020	362 1/2	13,241	555	18,206					
December, -	51	860	173 1/2	211	4,703	435 1/2	7,703	December, -	15	395	182 1/2	4,151	210 1/2	9,705	403	14,470					
New York.	550	12,065	4522	5,947	295,860	11,019	476,797	New York.	332	8,171	3004	120,759	6,457 1/2	272,321	9,808 1/2	391,270					
January, - -	89	3,605	464 1/2	407 1/2	14,635	1,051	33,010	January, - -	7 1/2	.....	74 1/2	610	214 1/2	3,550	296 1/2	4,100					
February, - -	40	650	218	245	7,480	503	14,795	February, - -	5	.....	62	325	320	6,090	396	6,415					
March, - - -	61 1/2	2,590	228	476	2,215	763 1/2	22,140	March, - - -	37 1/2	568	89	1,060	655 1/2	12,760	782	14,388					
April, - - -	56	1,800	301	504	10,650	921 1/2	44,630	April, - - -	54	1,650	175 1/2	2,330	1,158 1/2	30,290	1,388	34,240					
May, - - -	44 1/2	2,240	531	669	28,573	1,244 1/2	64,438	May, - - -	42 1/2	390	297	3,570	1,198 1/2	31,755	1,638	35,725					
June, - - -	37	565	301 1/2	583 1/2	23,425	982 1/2	43,385	June, - - -	36 1/2	1,430	191	2,295	875	32,705	1,102 1/2	36,460					
July, - - -	24 1/2	1,185	316 1/2	412 1/2	17,720	753 1/2	26,400	July, - - -	46 1/2	1,330	317	7,495	901	31,840	1,264 1/2	40,665					
August, - - -	35	1,420	233	225	7,835	493	14,315	August, - - -	38 1/2	1,130	268 1/2	5,340	753	27,885	1,060	34,355					
September, -	54	1,605	315	286 1/2	10,550	655 1/2	20,480	September, -	44 1/2	2,970	268 1/2	6,800	656 1/2	19,585	969 1/2	29,355					
October, - -	45 1/2	1,460	318 1/2	330	16,750	703	25,070	October, - -	39 1/2	1,570	247 1/2	3,080	914	29,110	1,221	33,760					
November, -	32	1,130	250 1/2	250 1/2	11,580	542	16,670	November, -	65 1/2	1,325	300 1/2	5,680	805 1/2	23,690	1,171 1/2	30,695					
December, -	34	85	232 1/2	267	10,170	553 1/2	12,450	December, -	13	80	109	1,270	344	5,590	526	6,940					
Grand Total, -	1103	30,400	8312	10,771 1/2	498,713	20,187 1/2	814,580	Grand Total, -	802 1/2	20,614	5464	160,614	15,262 1/2	527,151	21,524	698,428					

ANNUAL REPORT, 1856.

STATEMENT No. 13.

Freight Earnings of Pennsylvania Railroad, for the year 1856.

	TOTAL.
From Pittsburg to Philadelphia, - - - - -	\$821,808 79
Way Stations to Philadelphia, - - - - -	621,803 38
Pittsburg to Baltimore, - - - - -	85,092 93
Philadelphia to Pittsburg, - - - - -	958,231 21
Way Stations to Pittsburg, - - - - -	175,334 66
Baltimore to Pittsburg, - - - - -	148,508 88
Local—Eastward - - - - -	192,096 91
Westward - - - - -	172,824 80
	\$3,175,701 56
Receipts for Tolls, &c., - - - - -	58,576 78
Receipts from Har. & Lan. R. R. for Motive Power,	12,183 51
	\$3,246,461 85
Total Freight Receipts, - - - - -	

INFORMATION FROM RECORDS AT THE GENERAL FREIGHT OFFICE.

Tons of Through Freight—East, - - - - -	88,707
do do West, - - - - -	76,456
do Local Freight East, - - - - -	196,230
do do West, - - - - -	92,599
Number of Cars to Philadelphia, - - - - -	56,346
do from do - - - - -	55,953
Average Load East, - - - - -	7,497
do West, - - - - -	3,400
Tons of Baltimore Freight, East, - - - - -	12,999
do do West, - - - - -	16,391
Total Tons Moved, - - - - -	453,992
Mileage, Through Freight, East, - - - - -	21,999,009
do do West, - - - - -	18,960,684
do Way Freight, East, - - - - -	30,955,962
do do West, - - - - -	12,861,559
Total Mileage on Pennsylvania Railroad, - - - - -	84,777,214
do Harrisburg and Lancaster Railroad, - - - - -	9,330,362
do Columbia Railroad, - - - - -	25,728,925
Tons subject to State Tax, - - - - -	310,343
Mileage of Taxed Tonnage, - - - - -	62,302,896
Amount of State Tax, - - - - -	\$186,908 65

MILEAGE ESTIMATED IN TONS CARRIED ONE MILE.

GEORGE W. FERNON,

Chief Clerk Freight Department.

ANNUAL REPORT, 1856.

STATEMENT No. 14.

Weight in Pounds, Sent from and Received at each Station on Pennsylvania Railroad, during the year 1856.

No	NAME OF STATION.	FORWARDED.				RECEIVED.			
		1st Class.	2d Class.	3d Class.	4th Class.	1st Class.	2d Class.	3d Class.	4th Class.
1	Philadelphia,	64,365,468	49,360,834	16,237,117	54,527,966	5,181,486	15,098,297	9,955,459	396,602,864
	Baltimore,	6,389,705	2,769,541	2,889,564	20,737,506	299,926	1,773,211	1,521,200	22,439,951
26	Lancaster,	484,190	97,401	84,954	877,512	174,465	347,902	229,521	5,986,846
C	Columbia,	232,077	81,223	22,399	13,184,033	30,189	35,154	100,898	20,827,610
34	Harrisburg,	1,593,663	677,092	131,551	17,249,770	814,933	703,320	1,101,572	18,352,748
36	Cove,	100	225		900	17,154	8,429	36,092	60,618
37	Duncannon,	141,133	30,300	33,702	6,795,804	268,582	236,495	109,778	14,275,086
39	Baileysburg,				72,000	405			17,520
40	Newport,	395,443	765,207	89,918	1,856,035	374,143	526,693	582,395	476,608
41	Millerstown,	328,405	368,064	98,998	639,994	211,313	196,875	217,474	207,830
44	Perrysville,	368,578	937,002	102,942	4,124,696	412,695	423,071	720,475	535,461
45	Millin,	344,536	379,366	149,670	953,832	329,482	291,169	411,205	1,435,470
46	Lewistown,	846,251	1,332,145	1,161,560	10,717,274	1,236,914	1,598,403	752,662	3,565,103
48	McVeytown,	111,144	27,725	38,726	2,062,155	137,074	129,523	56,014	2,932,740
50	Newton Hamilton,	69,992	13,234	22,635	883,916	92,031	71,270	43,350	204,969
51	Mt. Union,	349,434	448,858	141,933	3,763,393	332,746	376,633	395,183	485,561
52	Mapleton,	6,920	6,153	1,240	5,444,014	28,406	17,232	15,385	51,682
53	Mill Creek,	236,407	56,237	269,611	1,142,784	121,710	110,623	47,274	279,130
54	Huntingdon,	236,116	301,340	29,098	50,630,725	1,034,808	893,571	301,641	7,168,833
55	Petersburg,	190,189	104,056	164,424	3,947,418	232,565	187,964	76,737	946,933
57	Spruce Creek,	256,966	323,194	82,278	7,101,281	379,998	368,956	156,794	2,294,947
59	Tyronc,	340,451	334,362	45,737	11,443,039	1,597,766	1,484,082	441,905	5,329,264
60	Tipton's,	19,310	2,565	7,057	6,381,858	152,459	138,577	92,918	712,642
61	Fostoria,	13,350	1,834	490	1,139,900	66,950	34,568	8,630	113,317
62	Bell's Mills,	102,957	3,570	12,440	4,113,853	111,025	79,667	59,370	446,451
63	Altoona,	269,481	61,897	123,973	5,288,918	816,599	534,426	636,410	10,855,408
M	Duncansville,	63,603	87,846	78,823	10,911,207	113,795	111,271	193,225	303,749
K	Holidaysburg Int.	348,577	340,928	183,314	7,857,839	1,059,096	903,086	375,707	2,456,446
65	Gallitzin,	89,214	17,702	13,410	21,972,037	131,407	151,437	91,352	2,883,649
66	Cresson,	119,498	46,053	127,216	2,997,321	290,809	247,029	60,914	725,853
69	Wilmore,	93,117	150,625	33,888	8,487,709	414,709	443,991	189,249	1,213,331
72	Conemaugh,								
73	Johnstown,	506,838	261,765	347,183	25,416,236	1,393,893	1,485,001	920,034	13,661,417
76	New Florence,	127,506	29,792	40,622	2,380,840	107,913	71,408	29,769	705,186
77	Lockport,	33,463	20,864	104,421	387,070	50,404	67,510	39,978	1,164,628
79	Blairsville,	344,804	393,904	521,916	7,136,966	817,207	764,945	299,794	2,447,042
81	Derry,	51,849	15,904	42,791	1,303,144	72,212	64,020	31,284	193,385
82	St. Clair,	33,603	90,011	44,177	893,050	46,945	66,186	51,078	178,628
83	Latrobe,	425,443	115,536	432,569	8,077,671	428,194	404,980	172,444	3,061,039
86	Greensburg,	1,187,393	819,730	230,844	8,708,356	671,164	959,043	335,551	3,705,025
89	Manor,	66,863	35,606	1,800,767	3,771,024	77,362	136,032	16,331	683,176
90	Irwin's,	188,883	262,071	203,545	86,690,624	285,396	662,863	437,230	3,399,874
91	Larimer's,	47,120	1,238	19,477	57,884,396	54,135	109,314	28,051	1,081,770
92	Stewart's,	29,357		4,939	246,801	9,885	35,024	1,421	250,263
94	Brinton's,	40,457	2,977	13,066	197,228	102,885	111,229	64,301	1,876,835
97	Wilkinsburg,	11,160	4,080	82,000	4,360,500	18,477	9,242	747	201,053
99	Liberty,	17,307	6,832	28,268	481,581	52,334	14,146	21,973	299,505
100	Bolivar,	3,132,097	16,070,732	9,491,915	200,716,317	63,878,547	44,186,570	14,672,542	146,865,295
78	Lilly's,	106,494	4,167	193,106	1,075,726	31,648	28,893	13,740	163,695
—	U. Furnace,	68,668	11,555	8,230	337,692	23,309	14,129	3,270	144,578
75	Ninevah,	24,311	16,110	24,276	1,996,045	91,956	66,701	27,458	234,739
—	Indiana,	365,468	186,155	365,429	6,159,749	534,471	695,597	236,412	4,407,157
Totals,		85,215,365	77,475,738	36,384,197	708,912,910	85,215,365	77,475,738	36,384,197	708,912,910

GEORGE W. FERNON,
Chief Clerk Freight Department.

General Statement of Freight sent from each Station to each Station

FROM	To Philadelphia	Baltimore.	Lancaster.	Columbia.	Harrisburg.	Cove.	Duncannon.	Baileysburg.	Newport.	Millerstown.	Perryville.	Midlin.	Lewistown.	McVeytown.	N. Hamilton.	Mt. Union.	Mapleton.	Mill Creek.	Huntingdon.	Petersburg.	Spruce Creek.	U. Furnace.	Tyrone.	Tipton's.	Fostoria.	Bell's Mills.	Altoona.	Duncansville.
Philadelphia	.....	.....	96543	31575	920195	40772	628108	1520	1434089	578094	1170004	1087184	3391471	257148	160575	1018239	33061	252346	2048824	316051	781495	35481	3051840	285542	39732	108088	3858442	568104
Baltimore, ...	.....	.....	.....	3045	.....	.....	351045	.....	216709	11430	244905	123095	255289	9918	20081	34243	7542	6227	157499	27465	18986	265	357095	368	.....	2688	448675	438123
Lancaster, ...	150	.....	.....	870	80398	150	159243	.....	7875	11785	1827	9467	22455	1085	.....	45	2915	7027	10472	6196	485	.....	13804	452	.....	460	5880	.....
Columbia, ...	26336	.....	109027	.....	199346	.....	60813	.....	434	26948	.....	8441	38852	216076	.....	508	.....	.....	70978	5365	1743	.....	50952	3277	3031	.....	85844	.....
Harrisburg, ...	32450	.....	32000	31152	.....	58491	482952	130	130269	48853	52649	122050	178626	18276	8840	20839	6433	6950	106842	12316	119590	1680	150686	5400	1548	19450	602258	.....
Cove,.....	.....	.....	225	.....	.....	.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Duncannon, ...	1880554	1495795	851722	74402	1419138	.....	.....	.....	33203	33388	50257	44599	70151	8967	6092	13851	3965	15484	100760	18446	149155	.....	176951	.....	.....	.....	573243	.....
Baileysburg, ...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	72000	.....
Newport,.....	2493331	191812	42481	90	250457	1605	84838	275	.....	1940	2112	8503	1290	1275	318	10	.....	.....	1972	65	64	.....	2400	.....	290	.....	5444	.....
Millerstown, ...	1171694	48964	76128	8441	64194	351	3317	.....	.....	.....	410	1653	15913	1061	.....	.....	.....	286	15	195	58	.....	1754	.....	.....	.....	19084	.....
Perryville, ...	4155051	122466	382425	3200	524607	.....	17787	.....	415	306	.....	300	36970	213968	.....	100	825	.....	.....	.....	.....	.....	400	50	.....	.....	200	.....
Midlin,.....	1262499	79467	44238	8665	314275	.....	1170	.....	970	515	1040	.....	12680	4925	1500	3322	.....	647	16119	.....	102	.....	4445	.....	.....	4700	6680	.....
Lewistown, ...	10285416	1751548	141944	197361	628993	.....	88941	.....	11745	3855	17785	67758	.....	76480	16502	33600	4580	6998	75786	6762	30356	.....	71562	11047	10080	22590	172397	840
McVeytown, ...	1914901	43827	3000	16395	16373	.....	4850	.....	1200	120	1430	3515	3994	.....	1590	3053	.....	.....	18376	130	1886	.....	6108	3305	.....	545	25307	.....
N. Hamilton, ...	559632	4390	.....	200	45936	.....	525	.....	.....	.....	1560	350	13470	172455	.....	23872	980	260	2065	.....	.....	.....	4896	.....	40	110	8345	230
Mt. Union, ...	3093433	53589	705	1195	134056	.....	1661	.....	1235	2900	200	4881	11369	598	3156	.....	11361	3957	52271	109185	14554	2065	19435	.....	3000	6000	57640	20
Mapleton,.....	3632955	2813	112000	.....	626000	.....	.....	.....	.....	.....	.....	384000	60	100	140	12175	.....	.....	774834	.....	.....	.....	.....	.....	.....	.....	208000	.....
Mill Creek, ...	824172	34805	9362	64000	1950	.....	8152	.....	2334	.....	438	222	1614	8383	10768	8642	379	.....	78523	7733	19196	790	2983	292	6000	498	35146	.....
Huntingdon, ...	19759868	36334	905903	17201693	3591091	300	5488825	.....	400	27234	46209	214400	414825	194660	21637	39415	2967	4555	.....	62402	290292	117814	463738	3955	4270	14140	242555	900
Petersburg, ...	1394338	3628	132097	3774	19810	.....	31740	.....	.....	.....	1100	766	8834	160	.....	6570	200	18493	240497	.....	36435	.....	181497	500	4796	3561	96354	302
Spruce Creek	658015	15276	44227	.....	5088	.....	5500	.....	.....	.....	6900	1025	50276	125	36	13434	850	6576	168481	17220	.....	735	224851	15955	6906	7225	242440	320
U. Furnace, ...	237313	.....	.....	.....	333	.....	.....	.....	.....	.....	.....	.....	284	60	.....	.....	.....	300	832	70	31250	.....	62250	19250	.....	34435	50557	.....
Tyrone,.....	4343517	41854	115777	16000	228190	.....	.....	16000	150	32030	.....	159725	337193	104020	23235	47485	22025	58973	976516	234958	244701	635	.....	39720	22681	31700	94363	75
Tipton's,.....	2099035	.....	16000	48000	64148	.....	.....	.....	16000	16000	126198	221795	153666	160700	74000	41000	16000	46000	1053485	64901	7890	200	3058	.....	1285	8142	115069	00
Fostoria,.....	105934	.....	75	.....	600	.....	.....	.....	.....	.....	.....	11000	24000	.....	.....	.....	.....	.....	30350	7000	8935	.....	250	5100	.....	955	8615	.....
Bell's Mills, ...	776030	700	.....	.....	95250	.....	.....	.....	.....	.....	22000	46222	139500	144230	8000	24050	.....	16000	220261	63832	74344	2000	12416	3739	9591	.....	365669	00
Altoona,.....	332166	931	105	58900	54548	.....	5833	.....	.....	.....	.....	12949	1682	51472	740	6250	633	8750	74216	122560	196237	310	118018	26877	75525	101914	.....	20
Duncansville	1707793	556420	.....	.....	32000	.....	.....	.....	.....	.....	.....	.....	.....	.....	275	2369	.....	780	311211	6400	27340	10500	525	20037	1100	14204	79115	.....
Holidaysburg	1443191	104765	4365	24047	56274	Rocky Mt. 184000	.....	.....	.....	.....	350	2628	13625	5569	765	8370	.....	4767	105618	66988	60943	100	182214	17755	5350	113793	579762	.....
Gallitzin, ...	11206955	2820	.....	468000	803465	.....	6452307	.....	.....	.....	36000	.....	330000	377187	.....	.....	.....	.....	36788	40000	.....	.....	1622200	233911	.....	6000	337809	100
Cresson,.....	2335564	225995	34500	.....	1890	.....	.....	.....	.....	34	.....	.....	1846	540	.....	600	.....	.....	8170	.....	900	.....	4885	.....	.....	304	47478	.....
Lilly's,.....	.....	.....	.....	.....	100000	.....	772000	.....	.....	.....	.....	.....	.....	910000	.....	18000	.....	.....	36000	198000	456206	.....	218000	.....	.....	18000	611200	.....
Wilmore,.....	4148483	1289232	176522	32000	22543	.....	667	.....	.....	.....	.....	.....	32460	6300	.....	.....	.....	.....	27341	3515	1355	.....	2030	978	.....	300	107558	1110
Johnstown, ...	2105501	932678	4520	.....	95351	.....	.....	.....	.....	.....	.....	970	175	3550	.....	.....	.....	840	2363331	.....	28965	15000	34925	30000	.....	15765	15193	298
Ninevah,.....	715102	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	4057	.....	70	.....	.....	.....	870	.....
Florence,.....	1115155	800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	255	.....	.....	.....	.....	.....	.....	.....	126534	.....	.....	3502	.....
Lockport,.....	163380	450	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	56507	.....	.....	2970	.....
Bolivar,.....	32672	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6488	46100	.....	.....	.....	.....	750	.....	32700	.....	34140	.....	.....	.....	104254	.....
Blairsville, ...	5532091	5924	93839	450	142812	.....	.....	.....	.....	.....	.....	.....	10335	.....	.....	.....	.....	.....	12137	.....	.....	.....	200	2163	.....	30029	61889	.....
Indiana,.....	5069037	4500	200236	106000	182796	30000	.....	.....	.....	.....	.....	10968	1607	.....	410	.....	.....	.....	.....	20000	400	.....	10910	2585	.....	.....	10513	.....
Derry,.....	311723	.....	.....	.....	2088	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2400	.....	.....	.....	.....	.....	.....	.....	.....	.....
St. Clair,.....	333383	35180	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2931	.....	.....	.....	.....	.....	.....	.....	.....	38000	.....	.....	143	.....
Latrobe,.....	4604523	37748	105800	.....	251078	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	131983	.....	.....	648	595882	.....
Greensburg, ...	7330154	390877	25837	1354520	25557	14000	.....	.....	3240	30	.....	.....	6470	.....	.....	.....	.....	.....	5068	.....	1387	.....	2382	.....	.....	.....	34859	.....
Manor,.....	3782163	6600	.....	.....	197000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	59500	.....
Irwin's,.....	79032667	39145	.....	.....	4097000	.....	.....	.....	.....	.....	.....	.....	1008000	.....	.....	.....	.....	.....	.....	.....	.....	.....	70648	.....	.....	.....	360538	.....
Larimer's,....	55299293	.....	.....	668900	100000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	218	.....	80000	.....	228000	76000	.....	.....	40000	.....
Stewart's,....	116394	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Brinton's,....	99608	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	940	.....	.....	.....	.....	.....
Wilkinsburg, ...	62	.....	.....	.....	550	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1479500	.....
E. Liberty, ...	356594	.....	21290	.....	150	.....	.....	.....	.....	.....	100	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg, ...	177415403	1862																										

Station on Pennsylvania Railroad (in pounds.)

	Holidays/g	Gallitzin,	Cresson,	Lilly's,	Wilmore,	Johnstown,	Ninevah,	N. Florence,	Lockport,	Bolivar,	Blairsville,	Indiana,	Derry,	St. Clair,	Latrobe,	Greensburg,	Manor,	Irwin's,	Larimer's,	Stewart's,	Brinton's,	Wilkinsburg,	E. Liberty,	Pittsburg,	TOTALS.
335	1683666	111968	386454	.....	624648	1772946	104526	116113	87252	42934	1309141	980563	103315	37975	565063	824719	87106	383204	32190	126641	188551	22177	46161	152903718	184486985
389	239434	39895	37943	.....	23012	313045	1633	5873	1455	3185	38645	1944	2650	1155	51249	118082	480	13687	.....	.....	.....	235	1540	29692088	32885189
	5349	.....	1242	.....	1910	768785	.....	.....	.....	.....	3978	595	.....	.....	1535	.....	660	280	.....	.....	.....	.....	.....	383832	1513707
	417881	3183	.....	.....	44466	538812	.....	.....	.....	.....	7956	69227	.....	.....	.....	.....	236	3000	.....	.....	.....	.....	.....	11698078	13690835
	80847	9200	100	.....	22262	29046	.....	100	.....	25	15412	4470	160	.....	1660	8520	.....	200	.....	.....	6400	4575	.....	17592205	20015858
																								900	1225
																								0606	7012170
																									72000
					27	139	.....	.....	.....	.....	413	4693	.....	.....	.....	1428	.....	.....	.....	.....	.....	.....	.....	37401	3134853
	390	.....	.....	.....	.....	2427	.....	.....	.....	.....	.....	.....	.....	.....	.....	358	.....	.....	.....	.....	.....	.....	.....	38786	1447880
	4670	.....	.....	.....	.....	300	.....	.....	.....	.....	470	.....	.....	.....	.....	2384	.....	.....	.....	.....	.....	.....	.....	29440	5496334
	30	.....	.....	.....	.....	360	.....	900	.....	.....	120	.....	.....	.....	.....	325	.....	.....	.....	.....	.....	.....	.....	46654	1816348
40	18400	75	2271	.....	15420	2875	.....	.....	.....	.....	2360	7380	.....	.....	.....	560	.....	1900	2550	395	.....	.....	.....	315083	14104695
	520	3950	500	.....	.....	.....	.....	.....	.....	.....	420	.....	.....	.....	65	.....	.....	.....	.....	.....	.....	.....	.....	110819	2185679
30	1280	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	168448	1009038
20	5288	.....	.....	.....	.....	195	.....	.....	.....	.....	.....	150	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1364684	4958783
	.....	.....	.....	.....	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	350	5753447
	230	.....	.....	.....	.....	165	1165	487	.....	.....	.....	25	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	523229	1651683
600	146019	24583	23695	.....	28825	107390	100	444	.....	.....	1000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1000	.....	1239731	50774269
102	16025	.....	350	.....	.....	225100	.....	.....	.....	.....	100	205	.....	.....	.....	2100	.....	.....	.....	.....	.....	.....	.....	1950061	4393583
20	12870	3100	1800	.....	8140	91870	5065	.....	513	.....	1690	310	.....	.....	.....	3500	.....	20060	.....	366000	.....	.....	.....	5967228	7974807
	70	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7563	444567
6	20238	22225	4173	.....	3979	11716	425	.....	.....	.....	1870	1615	.....	.....	3760	943	.....	.....	.....	.....	.....	.....	.....	5168532	12493920
0	56308	659940	.....	.....	342	.....	.....	.....	576398	.....	148421	50	.....	.....	97000	384000	.....	16000	.....	16000	.....	.....	.....	163013	6470544
	3500	.....	.....	.....	.....	.....	.....	.....	320000	.....	496000	.....	.....	.....	.....	.....	.....	.....	.....	.....	112000	.....	.....	1260	1135574
0	124888	17500	150	.....	33940	340522	450	.....	.....	.....	4600	.....	.....	.....	.....	.....	.....	.....	.....	.....	112000	.....	.....	1574066	4282850
40	53701	17718	56482	.....	5763	39004	4300	435	36391	.....	58590	4935	.....	1500	1910	3990	2000	.....	170	.....	.....	.....	.....	3089673	4636699
	.....	24384	1952	.....	41461	4768799	600	.....	200	.....	20200	165918	1050	.....	.....	2400	.....	.....	.....	.....	.....	.....	550	3486140	11283723
	.....	95957	84339	.....	168624	830476	1215	400	63600	.....	64639	137911	.....	.....	350	3541	.....	1506	.....	.....	.....	.....	.....	4296828	8734607
190	3850	.....	14264	.....	7492	32462	.....	1000	50	21690	1130	.....	.....	1257	.....	1425	900	.....	.....	.....	700	.....	.....	104179	22163041
	1130	4012	.....	6136	13578	140177	100	.....	.....	.....	2050	45605	.....	.....	1200	1300	.....	.....	100	.....	13300	100	.....	306553	3198047
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3337406
120	578938	10361	44252	.....	.....	324959	916	45410	.....	.....	259824	20079	48400	150	557504	398666	5400	.....	.....	.....	808	.....	191800	441581	8891342
213	20150	103776	66014	.....	173431	.....	58684	24258	4690	500	63727	14044	3530	16220	343442	8429	495	2035419	58588	.....	706456	280	.....	17229295	26598585
	816	.....	100	.....	40	618602	.....	47232	.....	9000	410	432	71300	35900	344070	58500	72340	.....	.....	.....	.....	.....	.....	96315	2075454
	600	100	.....	.....	835	316099	19121	.....	1255	8832	16968	1340	6100	900	76480	24655	88150	.....	.....	.....	.....	32000	.....	684838	2524519
	.....	8194	.....	.....	.....	55873	.....	561	.....	32000	19785	200	180	35	4305	3580	.....	.....	48150	.....	.....	.....	175	156319	552664
	.....	13765	.....	.....	.....	273197	100	31541	.....	.....	451	5785	.....	311	17250	2258	.....	70590	.....	.....	50	.....	.....	693610	1356012
	35570	10387	13172	.....	52950	283008	1783	8266	8159	54423	.....	1693030	44128	13784	81040	24516	850	60	2410	.....	10207	150	.....	203762	8434414
	5300	184	2500	.....	13902	257528	9728	8242	425	100	238622	.....	19842	24350	57002	89419	28325	210	3360	.....	.....	1350	.....	629495	7039846
	.....	400	.....	.....	160	174552	75	700	670	150	2660	700	.....	216	33745	2575	.....	2500	300	.....	.....	.....	.....	807618	1343232
	.....	12000	.....	.....	120	41921	260	440	713	150	6190	.....	.....	.....	4535	.....	900	2500	.....	.....	.....	30	548	583069	1063013
	6770	58825	23289	.....	154736	950729	2796	45299	9907	23651	28873	7186	20146	5745	.....	24550	17938	8624	.....	.....	7819	.....	7380	1786469	8918399
	2363	3044	30472	.....	11976	150639	2265	2555	417	.....	44271	8633	36369	23109	168103	.....	30159	27794	15818	15611	3523	22441	7800	1097402	10908145
	.....	.....	942	.....	8858	171093	.....	285584	.....	.....	20078	76732	32000	100	82752	148314	.....	35220	2745	76	.....	1700	1000	799995	5712452
	360050	.....	29250	.....	17726	381166	.....	98520	18000	400	34034	85470	1201	4392	5787	20284	636	.....	240014	750	3220	700	.....	1525550	87435148
	60000	.....	.....	.....	200	118616	.....	34000	7832	20400	97	499427	5502	.....	.....	3700	706	32516	.....	9900	35786	1468	82064	321726	57724351
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	.....	.....	.....	57									

GEORGE W. FERNON, Chief Clerk Freight Department.

ANNUAL REPORT, 1856.

STATEMENT No. 16.

Tonnage of Articles Sent from and Received at Philadelphia, via Pennsylvania Railroad Company, during the year 1856.

LIST OF ARTICLES.	PITTSBURG.		WAY STATIONS.	
	Forwarded	Received.	Forwarded	Received.
Agricultural Implements, - - - -	500.952	.....	31,056	.....
Agricultural Productions, - - - -	551.766	304.789	77,101	.....
Boots, Shoes, Hats, &c., - - - -	5,321,451	300,941	753,878	.....
Books and Stationery, - - - -	3,416,527	.....	221,050	.....
Butter and Eggs, - - - -	.....	3,407,474	.....	2,224,011
Brown Sheetings and Bagging, - - - -	3,495,447	.....	408,714	.....
Bark and Sumac, - - - -	.....	.....	.....	938,270
Cedarware, - - - -	230,343	110,988	239,655	.....
Confectionery and Foreign Fruits, - - - -	1,592,139	.....	358,645	.....
Coffee, - - - -	9,000,354	.....	1,601,206	.....
Cotton, - - - -	102,607	1,492,903	.....	.....
Coal, - - - -	.....	5,150	.....	159,361,437
Copper, Tin and Lead, - - - -	2,229,324	.....	470,391	.....
Dry Goods, - - - -	55,128,101	.....	3,773,091	.....
Drugs, Medicines and Dye Stuffs, - - - -	8,231,164	556,001	977,709	.....
Earthenware, - - - -	.....	50,753	.....	.....
Fresh Meats and Poultry, - - - -	.....	246,113	.....	362,837
Flour, - - - -	.....	43,214,271	.....	9,251,609
Feathers, Furs and Skins, - - - -	.....	1,508,932	49,568	2,588
Furniture and Oil Cloth, - - - -	1,904,909	187,698	423,921	26,165
Glass and Glassware, - - - -	822,652	1,402,010	273,313	.....
Green and Dried Fruits, - - - -	.....	417,914	.....	482,532
Grass and other Seeds, - - - -	.....	.....	.....	574,339
Grain, of all kinds, - - - -	.....	24,352,306	.....	26,273,153
Groceries, (except Coffee,) - - - -	13,385,475	64,909	5,996,011	.....
Ginseng, - - - -	.....	77,373	.....	84,407
Guano, - - - -	.....	.....	141,796	.....
Hardware, - - - -	11,154,308	1,126,733	1,923,969	500,571
Hides and Hair, - - - -	.....	353,996	1,793,541	.....
Hemp and Cordage, - - - -	1,219,069	263,108	162,556	.....
Iron, rolled, hammered, &c., - - - -	.....	.....	.....	2,896,110
Iron Ore, - - - -	36,565	.....	.....	23,850
Iron, Blooms and Pig, - - - -	22,440	.....	.....	2,851,411
Iron, Railroad, - - - -	603,363	.....	740,050	.....
Live Stock, - - - -	156,451	33,824,548	10,960	8,529,222
Leather, - - - -	2,063,589	615,416	144,300	2,957,226
Lard, Lard Oil and Tallow, - - - -	.....	10,126,195	.....	41,277
Lumber and Timber, - - - -	3,255	72,900	19,550	22,993,428
Merchandise, - - - -	.....	576,955	.....	140,317
Machinery and Castings, - - - -	4,356,458	366,675	4,048,155	.....
Marble and Cement, - - - -	1,862,853	.....	1,127,308	.....
Malt and Malt Liquors, - - - -	5,153	66,004	35,577	.....
Nails and Spikes, - - - -	.....	.....	266,859	1,085,092
Oils, - - - -	1,522,134	.....	680,932	.....
Oysters, - - - -	150,982	.....	3,025	.....
Paper and Rags, - - - -	945,018	97,505	.....	296,677
Pot, Pearl and Soda Ash, - - - -	7,309,691	389,947	17,898	.....
Queensware, - - - -	5,517,006	.....	795,976	.....
Salt, - - - -	140,025	.....	732,635	.....
Salt Meats and Fish, - - - -	3,399,659	34,560,670	1,810,744	28,072
Soap and Candles, - - - -	.....	1,676,719	.....	.....
Tobacco, - - - -	2,008,225	1,582,805	467,871	20,575
Tar, Pitch and Rosin, - - - -	707,728	.....	70,423	.....
Wines and Liquors, (foreign) - - - -	2,816,695	* 195,183	786,726	.....
Whiskey and Alcohol, - - - -	.....	8,860,380	.....	2,153,360
Wool and Woolen Yarn, - - - -	.....	4,465,688	.....	253,599
Miscellaneous, - - - -	689,810	463,451	206,107	40,632
Total First Class, - - - -	67,834,430	6,696,794	6,815,666	2,796,070
Total Second Class, - - - -	48,402,410	11,462,084	12,810,094	5,169,926
Total Third Class, - - - -	4,512,909	34,505,084	5,100,443	8,529,222
Total Fourth Class, - - - -	32,153,969	124,751,441	6,857,964	227,897,129
Total during year. Pounds. - - - -	152,903,718	177,415,403	31,583,267	244,392,347

* Wine, domestic.

GEO. W. FERNON, *Ch. Clerk Freight Department.*

STATEMENT No. 17—continued.

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1856.	MILEAGE ON		T O N S.	MILEAGE OF		STATE TAX ON		R E C E I P T S.		
	HAR. AND LAN. RAILROAD.	COLUMBIA RAILROAD.		SUBJECT TO STATE TAX.	TAXED T O N N A G E.	REGULAR F R E I G H T.	F O R F R I G H T P R O P E R.	F O R EX. TOLLS, AND FROM OTHER SOURCES.	FOR MOTIVE POWER ON HAR. AND LAN. R. R.	T O T A L.
January,	-	-	-	23,547	4,757,605	14,272 81	218,940 42	3,602 19	713 16	223,255 77
February,	-	-	-	23,718	4,599,669	13,799 00	217,594 17	4,293 65	948 91	222,836 73
March,	-	-	-	31,970	6,629,936	19,889 80	379,579 00	4,857 50	1,289 31	385,725 81
April,	-	-	-	40,457	8,796,693	26,390 08	439,814 60	5,953 52	1,281 19	447,049 31
May,	-	-	-	34,009	6,997,855	20,993 56	295,978 48	4,736 28	1,163 57	301,878 33
June,	-	-	-	22,195	4,511,158	13,533 47	216,530 36	3,813 85	949 83	221,294 04
July,	-	-	-	17,354	3,462,744	10,388 23	195,885 95	3,557 91	930 95	200,374 81
August,	-	-	-	20,800	4,000,228	12,000 68	223,139 16	4,978 66	859 51	228,977 33
September,	-	-	-	24,525	5,040,387	15,121 16	246,900 46	4,721 57	1,148 39	252,770 42
October,	-	-	-	24,900	4,718,369	14,155 10	245,120 03	5,826 09	961 14	251,907 26
November,	-	-	-	21,447	4,009,429	12,028 29	226,778 13	5,515 33	868 97	233,162 43
December,	-	-	-	25,421	4,778,823	14,336 47	269,440 80	6,720 23	1,068 58	277,229 61
Totals,	-	-	-	310,343	62,302,896	\$186,908 65	\$3,175,701 56	\$58,576 78	\$12,183 51	\$3,246,461 85

GEORGE W. FERNON, Chief Clerk Freight Department.

Pennsylvania Railroad Classification of Merchandise.

ARTICLES OF FIRST CLASS.

Acids in car loads.	Furniture, not boxed, only taken by special contract.	Poultry, in coops, double rates, at owner's risk.
Acids double rates, except in ear loads.	Feathers, Furs, Figs in drums.	Pork, fresh, and other fresh meats, WAY.
Agricultural Implements, L.	Fish, (fresh,) prepaid.	Poultry, dressed, owner's risk.
Agricultural Implements, by special contract.	Garden Seeds, Glass Ware, Window Glass, westward.	Rattan, Russia Bristles.
Burning Fluids, owner's risk of leakage.	Grapes, in kegs, Game, prepaid.	Raisins, WAY.
Baskets, twice first class rates.	Hats and Caps.	Raisins, THROUGH, not strapped.
Batting, Blinds, Bonnets.	Hides (dry), loose, THROUGH.	Steam Boilers, 30 feet and under.
Books, Boots and Shoes, Bread.	Household Goods, (not furniture), well boxed.	Steam Boilers, over 30 feet, once and a-half first class rates.
Buffalo Robes, westward.	Hair, in sacks, westward.	Seythle Snaths, Scales and Scale-beams, not boxed.
Brushes and Brooms.	Ink, Indigo, Iron Castings, light, T.	Sleighs, boxed, twice first class rates, Stoves, WAY.
Beef, fresh, L.	India Rubber Goods, Ivory.	Stoves, at owner's risk, T.
Bottled Liquors of all kinds.	Leather, (loose), Liquors in glass.	Stove Plates, at owner's risk.
Butter, fresh.	Liquors in bottles, Lemons, sacked.	Stove Pipe, Saddlery, WAY.
Camphene, at owner's risk of leakage.	Live Stock, at owner's risk.	Sashes, glazed or unglazed.
China Ware, in boxes.	Looking Glasses, Glass Plate, and Show cases, double rates, except when released, L.	Snakeroot, Sizing.
Carriages, well boxed, twice first class rates, owner's risk.	Looking-Glasses, first class rates when released.	Trunks, Tin Ware, boxed.
Cabinet Ware, set up and boxed, twice first class rates.	Machinery, boxed, T.	Trees and Shrubby, boxed, owner's risk and prepaid.
Cabinet Ware, knocked down, well boxed, first class rates.	Mattresses, twice first class rates.	Trees and Shrubby, baled, owner's risk, once and a half first class rates, prepaid, Twine.
Cedar and Wooden Ware.	Mouldings and Picture Frames, once and a half first class rates.	Toys, boxed, once and a half first class rates.
Cards, Carpeting, Corks, Confectionery.	Mats and Rugs, Medicines.	Umbrellas.
Chairs, boxed, twice first class rates.	Muskeets.	Veneering, westward.
Cigars, boxed and strapped.	Marble, wrought, at owner's risk.	Venison, prepaid.
Cassia, in mats, Caps, Cotton Waste.	Measures and Tubs.	Wagons (children's), not boxed, twice first class rates.
Covers and Sieves, Clocks and Weights.	Moss, in sacks.	Wagons and Hobby Horses, boxed, once and a half first class rates, Wax.
Copper and Brass Vessels.	Musical Instruments.	Wine in boxes or baskets.
Demijohns, owner's risk, twice first class rates.	Mineral Water, in glass.	Whips, Whalebone.
Drugs, in bales and boxes.	Nuts, in bags.	Wheelbarrows, Wooden Ware.
Dry Goods, in boxes, bales and trunks, Eggs, WAY.	Oysters, in kegs and cans.	Wagon Felloes and Bows.
Furniture, set up and boxed, twice first class rates.	Oranges, sacked, Oil, in glass.	Wrapping Paper, in bundles.
Furniture, knocked down, well boxed, first class rates.	Paper Hangings, not boxed.	Willow Ware, twice first class rates.
	Preserves, in glass, at owner's risk, Palm Leaf, Peltres.	Wadding, Wool, westward.
	Pickles in glass, at owner's risk.	Wine, in baskets and boxes.
	Printing Presses.	
	Piano Fortes, at owner's risk.	
	Porter and Ale, in glass.	

ARTICLES OF SECOND CLASS.

Agricultural Productions, not specified.	Burlaps and Duck.	Casks or Barrels, empty.
Agricultural Implements, released.	Carriage Springs, Axles, and Boxes.	Candles, westward.
Antimony, crude, Axes.	Candles, Cocoa, Chocolate.	Dye Woods, in bags or barrels.
Apples, dried and green.	Coffee, ground, in boxes or bbls.	Drugs in casks, Dairy Salt.
Baking Powders, Bed Cord.	Cassia, in bags or boxes.	Deer Skins, pressed, Duck.
Bags, Bagging, Bells, Bottles.	Capstans, Currents, dried.	Domestic Sheetting, Shirting,
Boiler Flues, Berries.	China Ware, in casks.	Ticking, and Denims, in original bales.
Brimstone, in boxes or kegs.	Cutlery, Cbair Stuff, in rough.	Eggs, in barrels, at owner's risk, THROUGH.
Binder's Boards, Burlaps.	Copper, in plates, sheets, bolts, pigs, wire, nails, or rods.	Emery, Extract of Coffee.
Bacon and Pork, westward.	Copper Bottoms, Chain.	Extract of Logwood.
Beer, Porter and Ale, in wood.	Cheese, boxes or casks, westward.	Flaxseed, Flax, boxed.
Blacking, Blue Vitrol, Borax.	Clover and Grass Seed.	Forks, Hays, and Manure.
Butter, salted.	Crockery, in boxes and bbls.	Figs, in boxes.
Broom Corn, compressed, L.	Congress and Bedford Water, in boxes or bbls.	Ginger, Glue, Gum Copal.
Buffalo, Bear and Deer Skins, in bales, eastward.	Castile Soap, Cider Mills.	Groceries, assorted, (not otherwise specified).

ARTICLES OF SECOND CLASS CONTINUED.

Grass and Clover Seed.	Molasses, wAY. Melons, prepared.	Scythes, Shovels, Spades.
Hides, dry, in bales.	Nuts, in barrels or casks.	Salaratus, Soap, westward.
Hides, dry, wAY.	Oakum, Oil-Cloth.	Spices, Starch, westward.
Honey, Hoes, Hops.	Oil, in casks, wAY.	Saddlery, Sardines, in boxes.
Herring, in boxes.	Paints, in boxes and cans.	Sheep, and other skins, in bales.
Hemp, boxed, Hardware.	Pittsburg Glass Ware, less than	Sugar, wAY, Straw Paper.
Hollow Ware, (iron), wAY.	full car loads, THROUGH.	Shot, in bags, Sugar, in bags.
Hollow Ware, THROUGH, less than	Pea Nuts, eastward, less than	Scales and Scalebeams, boxed.
car loads.	full car loads.	Salt, dairy, Sweet Potatoes.
Iron, hoop, band and sheet.	Palm-Leaf, pressed.	Tobacco, in bales.
Leather, in rolls or boxes.	Printers' Ink, in kegs or bbls.	Tobacco, cut, in boxes or bbls.
Liquor, in wood, Liquorice.	Paper, in boxes, Past-board.	Tow, boxed, Tea, Type.
Lead Pipe, bar and sheet.	Peaches, dried, Printing Paper.	Tallow, westward, Tallow, wAY.
Lampblack, Loaf Sugar.	Prunes, in casks, Pepper.	Turpentine, spirits.
Machinery, heavy.	Paper Hangings, in boxes.	Wood in shapes, Wire.
Mahogany, boards and plank.	Pickles, in casks.	Willow Reeds, in bundles.
Marble Slabs, under 3 inches in	Pumic Stone.	Wine, in casks.
thickness, unwrought, at owner's	Queensware, wAY.	White Lead and Whiting, wAY.
risk.	Rubber Car Springs, loose.	Whisky and other domestic Li-
Marble Monuments, at owner's	Rubber Packing, and Hose.	quors, westward.
risk.	Raisins, strappel, Rice, in bbls.	Wool and Sheep Pelts, eastward.
Moss, pressed, in bales.	Rags, in sacks and crates.	Yarn, pressed.
Manguese, Mechanics' Tools.	Ropes and Cordage, wAY.	Zinc, in rolls and sheets.

ARTICLES OF THIRD CLASS.

Anvils, Alcohol.	Hay, pressed, at owner's risk	Pea Nuts, eastward, in full ear
Barilla, Bones.	from fire.	loads.
Black Lead, in barrels.	Hemp, at owner's risk in all cases	Pittsburg Glass Ware, in full car-
Bark and Cob Mills.	Hogs' or Cattle Hair, packed,	loads, THROUGH.
Bacon and Pork, salted, loose, or	THROUGH, in car loads.	Pork, salted, loose, Putty.
in sacks, eastward.	Iron Safes.	Potatoes, Turnips.
Beans and Peas.	Iron Railing.	Rubber Car Springs in boxes and
*Bran, Shipstuff, and other feed.	Ice, at owner's risk.	casks, Rope, THROUGH.
Brass, not manufactured.	Iron Castings, large and plain.	Rags, pressed.
Brick Presses.	Iron Pipes.	Saltpetre, refined, in kegs.
Burr-blocks, eastward.	Junk, Jute.	Spelter, Shot in kegs.
Chicory, Crucibles.	Lead, in casks or pig, westward.	Soda, in kegs or boxes, Steel.
Cider, in bbls. or hhds.	Lightning Rods, in bundles.	Salaratus, eastward.
Copper, in boxes and casks.	Lard, wAY.	School Slates, in cases.
Cheese, eastward.	Madder, in hhds., Manilla.	Soap, eastward.
Candles, eastward, Coffee, wAY.	*Mill-stones, finished.	Starch, eastward.
Chains, in casks.	*Marble Slabs over 3 inches in	*Steam-engines, and heavy ma-
Dye Woods, in stick.	thickness.	chinery, L.
Epsom Salts, in bbls.	Nails, in bags.	Stoves & Stove Plates, THROUGH.
Flour or Meal, in sacks.	Oysters and Clams in shell, at	at owner's risk, L.
Figs, in casks.	owner's risk, wAY.	Tobacco, manufactured, (except
Gum Shellac, in original pkgs.	Oil, in hhds. or bbls., THROUGH,	Cigars or Cut.)
Gas-pipe, Glauber Salts.	except Lard and Rosin Oils.	Veneers, eastward, Vinegar.
Gnano, Gunny Bags.	Oil Cake, loose.	Wire Rope, Wire Fencing.
Hoofs, Horns, and Glue pieces.	Paints, dry and in oil.	White Lead.
Hides, green.	Pork, dressed, in car-loads, at	Window Glass, eastward.
Hollow Ware Castings.	owner's risk.	Zinc, in boxes.

ARTICLES OF FOURTH CLASS.

Anchors, Ashes, pot or pearl.	Car-Wheels and Axles.	*Fire-bricks.
Alum, in bbls. and hhds.	Chalk.	Firewood.
Brimstone, in bbls. and hhds.	Crockery, in crates and hhds.	Flour, in barrels, calculating 200
Bleaching Salts.	Chain Cable.	lbs. per barrel.
Burr Blocks, westward.	Coffee, THROUGH.	*Grain of all kinds, in bags or
Barley, Barytes.	*Cements, *Clay, *Cinders.	casks.
Bacon and Pork, in casks or	*Coal, *Coke.	German Clay.
boxes, eastward.	*Charcoal.	Grindstones.
Bale Rope, Bath Bricks.	Chloride of Lime.	Hams, Shoulders and Sides, in
*Bark, ground or unground.	Coifish.	casks and boxes, eastward.
Beef, salted, in casks.	Copper, pig or ore.	*Heading and Hoop-poles.
*Blooms and Anconies.	Cotton.	*Iron and other Ores.
*Boards and other sawed lum-	Earth Paints.	*Iron, bar, pig, boiler, railroad,
ber.	Earthen and Stone Ware, in	and scrap.
*Bone-dust, in casks.	crates and hhds.	Iron Nuts and Rivets.
*Bricks, Broken Castings.	Fish, salted.	*Iron Castings, heavy.

ARTICLES OF FOURTH CLASS CONTINUED.

Locomotive Tire.	Oil-cake, in casks or boxes.	*Staves and Heading, Shingles.
Lard and Lard Oil, THROUGH.	Pitch, Plaster.	*Slate and Tile, for roofing.
Lime, in barrels.	Queensware, THROUGH.	Shumac, Salt.
Lead, in pigs, eastward.	*Railroad Chairs and Spikes:	Soapstone.
*Laths, Posts and Rails.	Rosin, Rigging.	Straw-Boards, eastward.
Molasses, THROUGH.	Rice, in tierces.	Tobacco, in hhds. or boxes, eastward.
Mahogany Logs.	*Railroad Ties and Sills.	Tin, Tar.
*Marble, in blocks, unwrought.	Rosin Oil, THROUGH.	Tallow, THROUGH, eastward.
Mill-stones, in rough.	Saltpetre, except refined, in kegs.	*Timber, round or hewn.
*Manure, except Guano.	Sugar, in hhds., bbls. and boxes,	Whisky, eastward.
Nails and Spikes.	THROUGH,	Whiting.
Nail Rods.	Soda, ash.	Water Pipes.
Oysters and Clams in shell, in	*Stone, unwrought.	Zinc, in casks.
bbls., THROUGH, owner's risk.	*Sand Shoots, Spokes.	

Unenumerated articles will be taken at the rates charged on analogous or like articles.

* See Article Fourth, in Conditions, to which Agents will strictly adhere.